

ALL HANDS



MAGAZINE OF THE U.S. NAVY

**Surface
Warfare:
moving
forward**

**NOVEMBER
1994**

USS Arleigh Burke (DDG 51) fires an SM-2 during the intensive trials and test period following its 1991 commissioning.





Photo by JO1(AW) Kimberly Marks

Reserve forces shine

Sailors assigned to USS *Clifton Sprague* (FFG 16) lower the ship's motor whaleboat into the water during exercises in the Caribbean. (See story P. 38)



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On the Covers

Front cover: USS *Deyo* (DD 989) and other battle group ships followed in the wake of USS *George Washington* (CVN 73) as they returned to Norfolk earlier this year. (Photo by PH1(AW) Troy D. Summers)

Back cover: 1994 Sailors of the Year. (Photos by PHC(AW) Joseph Dorey and PH1 Dolores L. Anglin)

Correction: The Navy celebrated its 219th birthday vice its 218th as written in the October magazine. *ed.*

Charthouse

Home port certificates

If you are assigned to a ship or squadron scheduled to change home ports, you and your family may now use the date on your "Certificate of Home port Change" to get on the list for base housing at your new home port. All you need to do is contact the housing welcome center at your new base to receive the priority date.

Additionally, Sailors who have orders to a ship or squadron scheduled for a home port change will be allowed to move their families directly to the new home port. In these cases, Sailors will be placed on the housing lists from the date of detachment from their previous commands.

These policy changes are designed to ease the effect of home port shifts on Sailors and their families. More information is available in NavOp 031/94 or from your base housing welcome center.

High-year tenure

Until they transfer to the Fleet Reserve, Sailors approaching high-year tenure (HYT) are still eligible as of October 1, 1994, for advancement. Based on fleet inputs and recommendations, the Bureau of Naval Personnel made the change permitting selection-eligible Sailors approaching their HYT to have their records screened by the E-7, E-8 and E-9 selection boards.

For first class petty officers, HYT limit is 20 years; for chief petty officers, HYT is 24 years; and for senior chief petty officers, HYT is 26 years.

HYT Sailors should continue to submit their applications to the Fleet Reserve. This will not stop their records from being screened by the

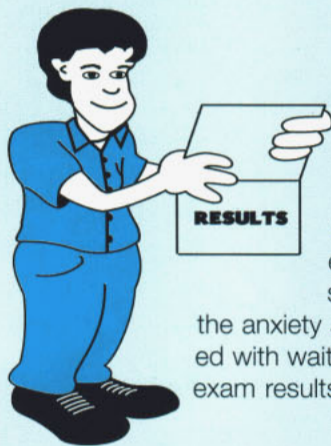
selection boards. Sailors with HYT dates beyond the applicable advancement cycle limiting date who submit Fleet Reserve requests before their HYT will not be eligible for selection boards.

More information is available in NavAdmin 129/94.

Advancement dates

For Sailors wondering when their exam results will be available, wonder no more. Starting with the Fall '94 exam cycle, results will come out on set dates.

In response to fleet feedback, BUPERS will release results to Sailors from E-6, E-5 and E-4 examinations on or before December 1 for the September exam, and on or before June 1 for the March exam.



Establishing permanent release dates should eliminate some of the anxiety associated with waiting for exam results.

VA home program

Assistance is available to active-duty and recently discharged service members who have VA-guaranteed home loans should they encounter financial difficulty, according to the Department of Veterans Affairs.

Loan service representatives in VA regional offices are prepared to

provide financial counseling or assistance to veterans and retiring/separating service members in arranging forbearance and developing plans to bring loans up-to-date when periods of underemployment or unemployment create problems.

Veterans and service members who need VA assistance or financial counseling should call the nearest VA regional office at (800) 827-1000.



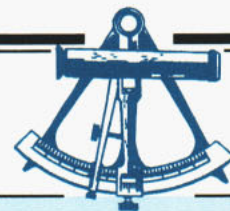
Minority officers wanted

To make the Navy's officer corps reflect the racial diversity of the nation by the year 2005, Secretary of the Navy John H. Dalton has announced a new accession plan for minority officers.

"The armed services are viewed today as a leader in equal opportunity," said Dalton. "To build on our current successes, the Navy's accession plan and goals will be restructured to better reflect the society of the next century."

Government projections indicate that by the turn of the century, approximately 12 percent of the population will be African-American, 12 percent will be Hispanic and 5 percent will be Asian-Pacific Islanders and Native Americans. Under the new accession plan, African-American and Hispanic officers would each make up 10 to 12 percent of the Navy's officer accessions by the year 2000. Asian and Native American officer accession combined would be 4 to 5 percent.

Today, the Navy officer corps is 5 percent African-American, 3 percent



Hispanic and 3 percent Asian-Pacific Islander and Native American.

Specific details of the accession plan will be announced soon.

Surface Navy Association

Where can fleet Sailors rub elbows with their peers, flag officers and influential civilians? The Surface Navy Association (SNA).

Today, there are more than 4,000 enlisted, officer and civilian SNA members participating in professional activities at 15 worldwide chapters.



Chapter locations include Norfolk; San Diego; Washington, D.C.; Pearl Harbor; Japan; and Italy.

The SNA was founded in

1985 to promote coordination and communication among the military, business and academic communities that share a common interest in naval surface warfare. SNA fosters and recognizes professional excellence through its chapter and national awards programs. SNA also promotes education through annual contributions to the SURFLANT and SURFPAC scholarship funds.

SNA members receive the *Sitrep*, a bi-monthly publication featuring professional articles and interviews with national and Navy leaders.

For more information on SNA, call their toll-free number, (800) Navy SNA.

VADM Skip Bowman

— For the Record

By way of introduction, I'm proud to report as your head cheerleader — officially your new Chief of Naval Personnel — “your” Chief of Naval Personnel, because my job is to be your advocate, your spokesman in Washington, D.C.

I have met many of you during visits to Norfolk, San Francisco and San Diego, and I expect to meet more of you during upcoming trips.

Please remember these points — The Bureau of Naval Personnel (BUPERS) is back in the business of career planning, retention and just plain cheerleading for our Navy team. We've been keeping you very well informed about the drawdown during the past few years, and thanks to the farsighted efforts of former Navy leadership, we are more than halfway through the drawdown today — about 62 percent to be exact!

With the difficult part in our wake, we need to focus on the future. And we intend to do just that. We will be talking to you more about career benefits. We will be discussing the career opportunities in the Navy today. And we will be asking you to “Stay Navy.”

We will make your detailers more accessible and they will talk to you as early as possible about opportunities. We will have all the information at your disposal so you can make the correct career choices, ones that mean staying in the Navy.

We have lots to offer. There's tuition assistance to help you complete an undergraduate or graduate degree. We are looking for people to apply for the Seaman to Admiral Program, BOOST and other officer programs if you would like that challenge.

Promotions and advancements are on the rebound. We want to continue

to increase them as we pull out of the drawdown.

We are continuing a full-court press for key quality of life

initiatives. Despite a budget that has decreased overall for the past three years, spending on housing and MWR facilities has increased.

We also have a PRT program that's “user friendly” — that captures the concept of physical fitness for life. It is a program to keep people healthy and fit. Don't worry about tape measures — worry about your health instead.

In the areas of equal opportunity and wiping out sexual harassment, no one should have to worry about anything other than doing his or her best job. Any work place that doesn't allow that to happen must change. And we're working to incorporate a “zero tolerance” for discrimination of any kind. The good news is that the results of the latest Navy equal opportunity and sexual harassment survey show that it is on the decline, across all pay grades.

I've shared with many of you what I told the BUPERS team the first week I was CNP. We discussed taking out our dictionaries, going to the word “no” and overwriting it with “yes.” We can't eliminate the word, but we can change the way we answer questions. I reminded the BUPERS team that saying “yes” will be our first response, even if it means bending a rule.

I asked them to delete “they” and put “we” in its place. Go to the word “team” and highlight it. For we are the Navy team. We are your teammates in Washington. So when you need a teammate's help, let us know how we can assist.



Forward ... from the

We are a water world, conducting our travel, trade, food gathering and industry on and under the ocean's surface. Water covers 70 percent of Earth's surface and is its predominant feature. As seen from space, Earth appears as a vivid blue and white sphere.

An intimate understanding of the mari-

sea: the surface Navy



time environment and the freedom and ability to move across oceanic distances is necessary for our country's security and economic strength. Our ability to forward deploy naval forces to ensure our strength and security is dependent upon the skills of the men and women known as Surface Warriors.

Fleet-friendly

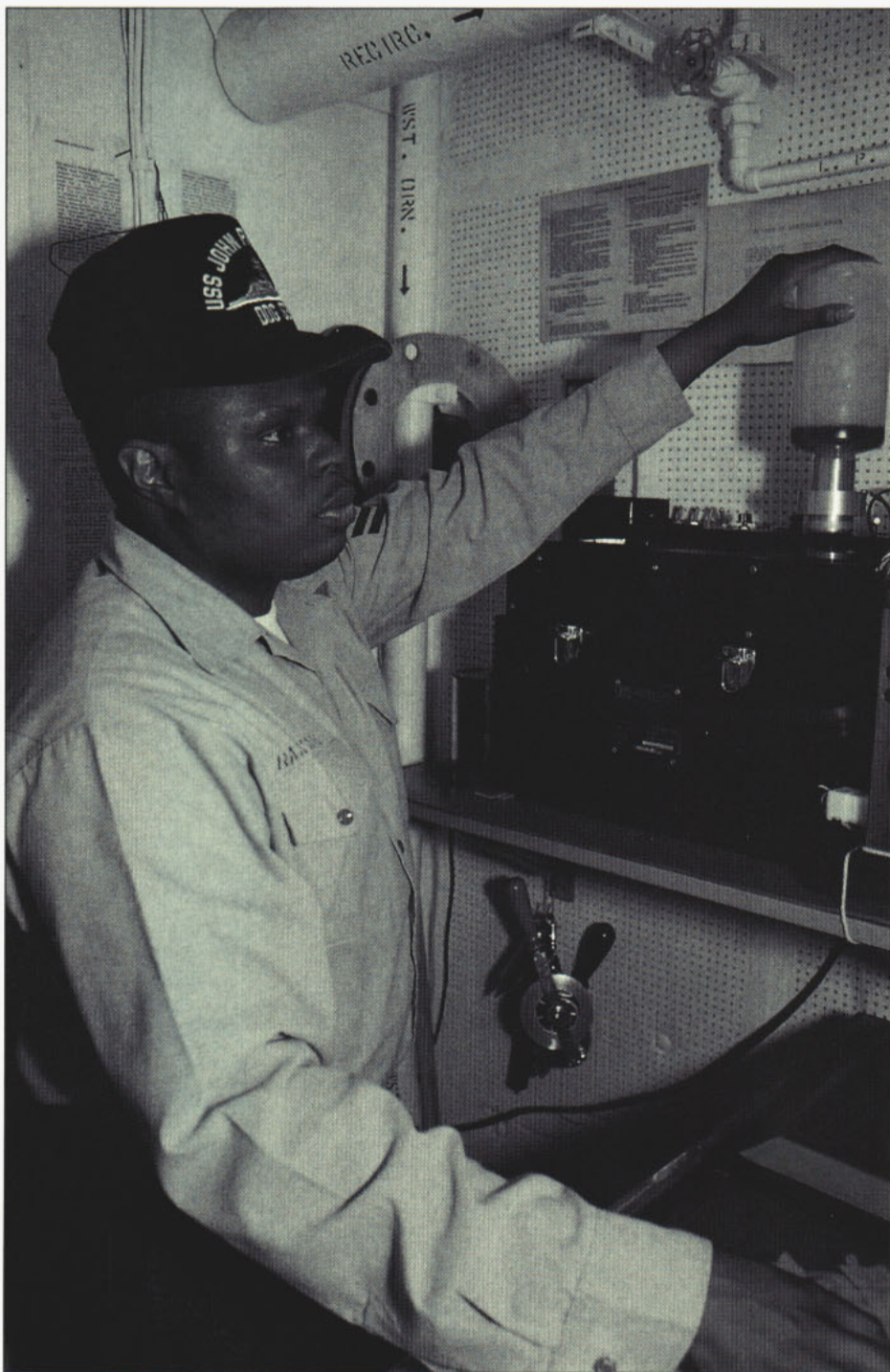
Story by JO1 Ray Mooney

The *Arleigh Burke* class destroyer looks mean. With its raked mast and radar-reflecting superstructure, the *Burke* class will be the fleet's workhorse well into the next century. But a ship doesn't get by on looks alone. It's the crew and what's inside the ship that determine its warfighting ability. If user-friendly technology is a benchmark for a ship's effectiveness, the *Burke* class promises to be the most potent surface warfare platform ever built.

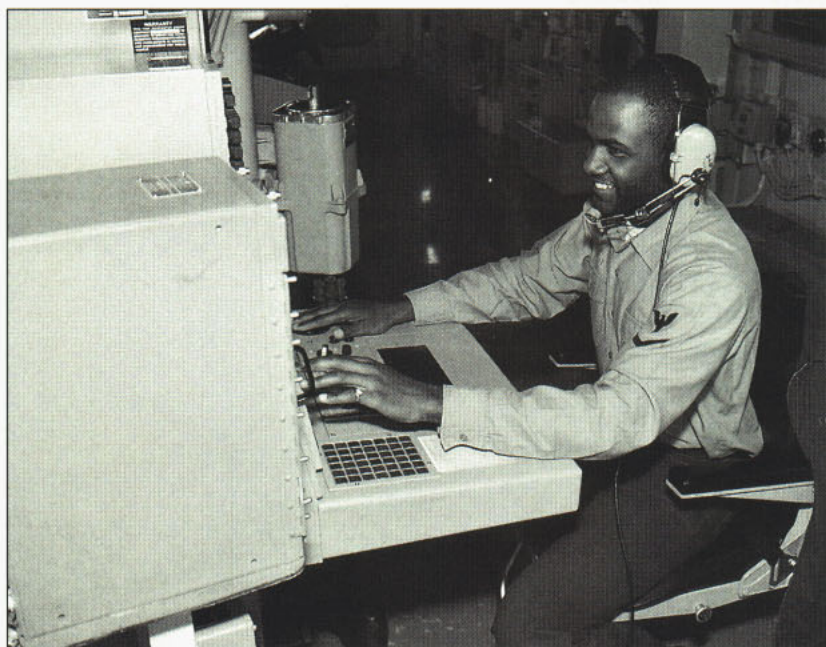
"I think what separates this ship from other ships would be the diagnostic ability," said Interior Communications Electrician 2nd Class Shawn J. Calderon, from Huntington Beach, Calif. In other words, if something goes wrong among the myriad electronic components, it's not tough to find the problem. An electronic diagnostic sweep provides a fault code that points out the missing link.

"Then you swap out the lowest replaceable unit, the fault clears and you go on your way," Calderon said. "It's designed so anybody with general knowledge can find a fault with the diagnostics."

In the central control station (CCS), where engineers keep an eye on various ship's systems, the high-tech design of *USS John Paul Jones* (DDG 53) shows its face again. "From the damage control console you can monitor firemain pressure and fire pumps throughout the ship," said Gas Turbine System Technician (Mechanical) 2nd Class Roland R. Ransaw, from Cleveland. "It also acts as a fire finder. You have sensors located throughout the ship and at a certain



IC2 Shawn J. Calderon, from Huntington Beach, Calif., replaces a circuit card on the data multiplex system (DMS) aboard *USS John Paul Jones* (DDG 53). The DMS allows remote monitoring of fire and flooding alarms throughout the ship.



➤ OS3 Gabriel L. Trofort, from Miami, monitors the surface picture on the bright bridge display watch. He is in contact with surface lookouts who provide visual confirmation of contacts on his screen.

▲ GSM2 Roland R. Ransaw, from Cleveland, tests a fuel sample for sediment and free water aboard *John Paul Jones*. State-of-the-art equipment does the job fast and efficiently, allowing the ship's oil lab to monitor and maintain strict fuel standards.



temperature an alarm goes off on the damage control console (DCC). The DCC watch then sends out an investigator to make a report."

In the combat information center, the latest technology provides operations specialists (OS) with opportunities some other ships can't provide. "The major difference in this ship is it's more electronically capable," said Operations Specialist 3rd Class Gabriel L. Trofort, from Miami. "A lot of things an OS would be required to do manually on other ships are computerized here. For instance, on a frigate, if someone saw a contact and wanted a closest point of approach, an OS would have to plot bearing and range and figure it out manually. Here, I just hit four buttons and I've got it."

Obviously, different ratings judge different systems as the most important. Some say diagnostics, some say sensors. But regardless of the argument, it's apparent the *Arleigh Burke*-class in general, and *John Paul Jones* in particular, are leading the way into the next century of surface warfare. †

Mooney is a San Diego-based photojournalist for All Hands.

Theater Ballistic Missile Defense on the horizon

Story by LTJG Dean Barsaleau

The carrier battle group patrols the international waters bordering the enemy coastline, alert for signs of hostile activity. Air Force AWACS and Navy E-2C *Hawkeye* aircraft watch the skies overhead while the *Aegis* cruisers USS *Cape St. George* (CG 71) and USS *Anzio* (CG 68) aggressively search the horizon with their powerful radars. U.S. Army *Patriot* missile batteries stand poised on nearby allied soil.

Suddenly, a new track appears on USS *Kidd's* (DD 993) radar screens as the AWACS sensor operators report "Vampire. Vampire, bearing 070, probable *Scud* missile launches!"

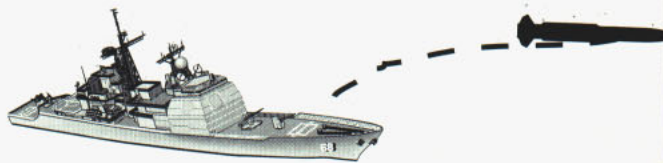
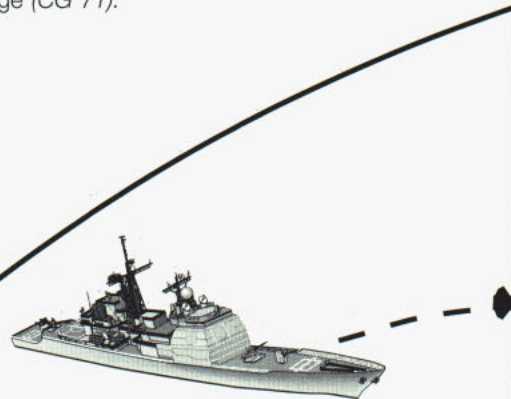
Radar displays on *Anzio* and *Cape St. George* light up with the new tracks. Less than a second later, all ships share the same radar picture and track data. Instead of independently engaging the inbound missiles, the ships share sensor data to collaborate on the engagement. Enemy jamming has little effect, and the battle group prepares to engage the targets.

Computers quickly determine *Cape St. George* is in optimum firing position, and seconds later a stream of SM-2 standard missiles launch from its vertical launching system. One by one, the *Scuds* are intercepted, but one last missile penetrates the layered defense and heads towards U.S. troops making an opposed landing.

The *Aegis* cruisers, now outside their missile engagement envelope, relay tracking data to the *Patriot* battery ashore. Multiple *Patriot* missiles flash skyward to intercept

the remaining *Scud*. A brilliant explosion illuminates the night as the *Patriots* find their mark. ⚓

Barsaleau is PAO aboard USS Cape St. George (CG 71).



E2-C Sensor Range

Illustration By
DM2 Wilson, K.D.

Navy Theater Ballistic Missile Defense

Sea-based Theater Ballistic Missile Defense (TBMD) offers several advantages:

- Ships are routinely deployed around the world and can be redirected to trouble spots.
- Ships operating in international waters do not need the permission of other nations to reposition.
- *Aegis* ships forward deploy to areas of

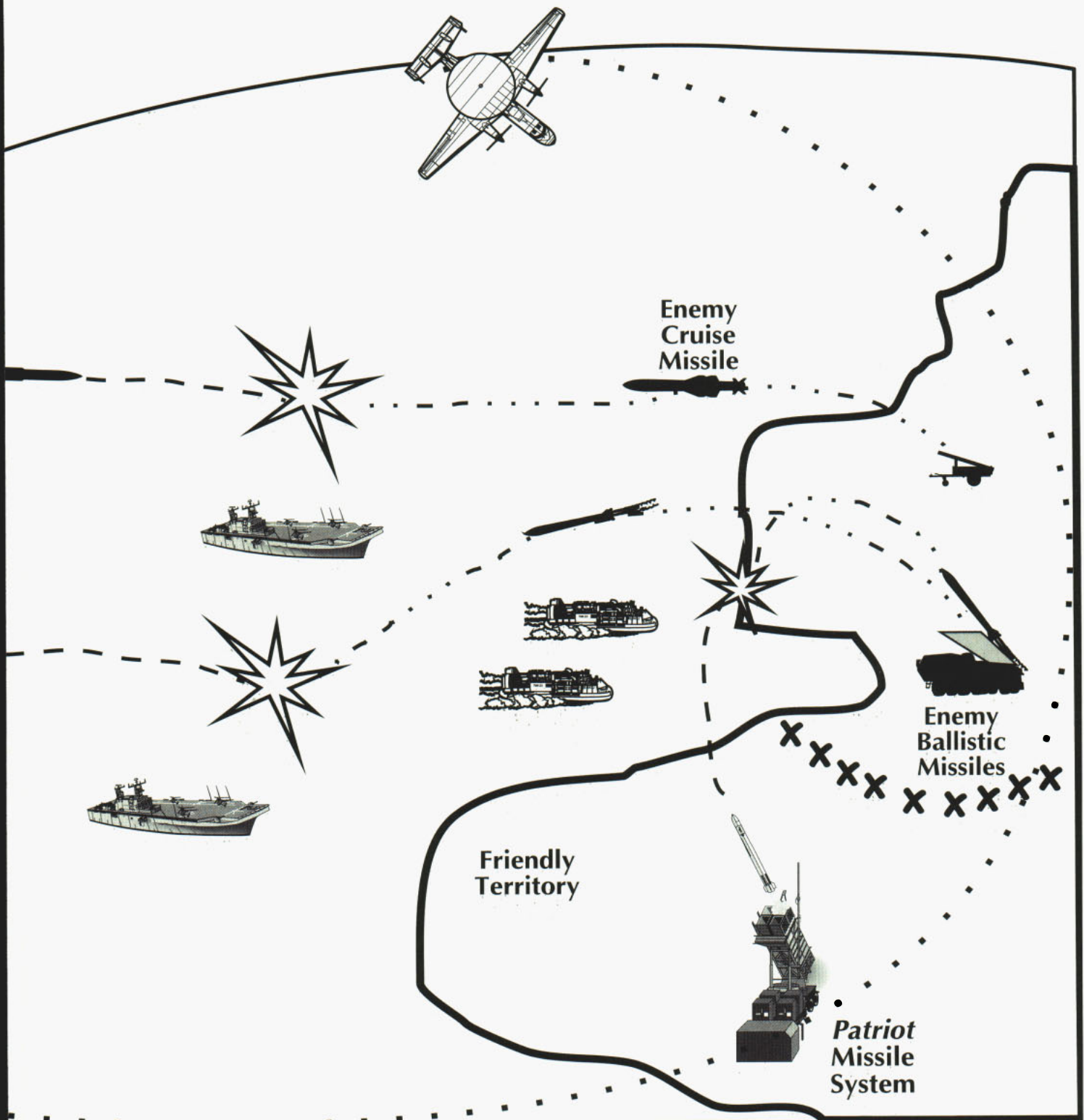
potential international tension including the Arabian Gulf, Indian and Pacific Oceans and the Mediterranean Sea.

- Naval forces may be the first U.S. forces on the scene during a crisis and could provide the initial TBM deterrent or defense.

TBMD development would build upon existing systems and their extensive support in-

frastructure including:

- SPY-1 radar
- Vertical Launching System
- Standard Missile
- Battle Management/Command, Control, Communications
- Personnel, training, technical and ammunition infrastructures.



Forward: on time, on target

Story by JO1 Ray Mooney

Bombers. The word stirs visions of aircraft in flight, their bellies and wings heavy with weapons, their targets doomed to crumble under a barrage of explosions and fire.

These days, however, that air assault may not come from bombers at all. It is just as likely to come from a cruiser, submarine or destroyer equipped with the *Tomahawk* weapons system.

"Traditionally, cruisers and destroyers were used to escort carriers," said Fire Controlman 2nd Class Duane H. Linn, stationed aboard USS *Lake Champlain* (CG 57). "And if they were at sea without a carrier, the enemy ashore really didn't have much to fear. Now with *Tomahawks*, we have the capability to reach out and touch someone, carrier or no carrier."

The RGM-109, the missile used with the *Tomahawk* system, has a range of more than

700 miles and provides first-strike capability. "The targets we hit are over the horizon," explained Fire Controlman 2nd Class (SW) Rodney A. Dowdy, also stationed on board *Lake Champlain*. "We're talking about targets that we don't see at all."

This range allows ships at sea to ease the way for more traditional bombers. "We work in coordination with the battle group," said Dowdy, a San Diego native. "Normally the cruisers and destroyers clear a path for the air strike. Then we take out the surface-to-air missiles that could destroy our air attack, which saves the lives of American pilots."

Computers on board the missile allow it to reach its target, according to Linn, an Omaha, Neb., native. Fire controlmen on board the ship plan the over-water flight of the missile. When it reaches land, maps installed in the missile's computer allow it to

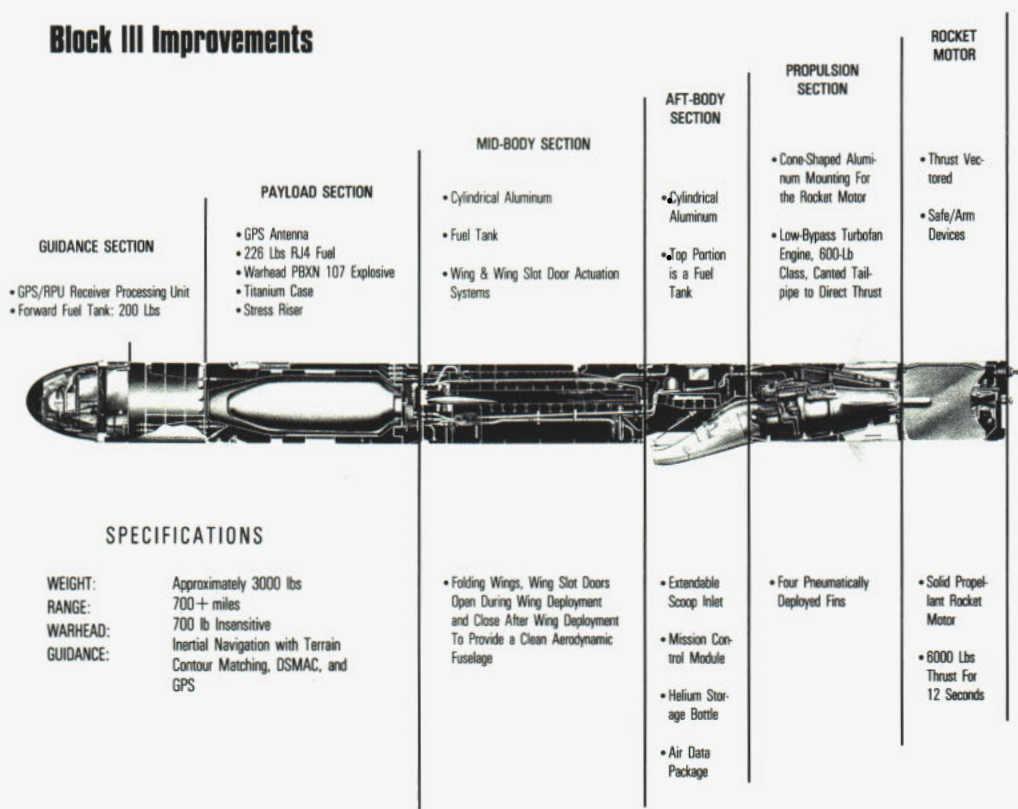
follow the terrain until it reaches its programmed target. Operations specialists maintain a data base and surface picture that allow the ship to track surface contacts. This lets the fire controlmen avoid other ships when planning the missile's over-water flight path.

"The missile guidance system is so accurate that it exceeded all expectations during the Gulf War," Linn said. "We would send a certain number of missiles at one target, figuring it would take many to destroy it. Well, the *Tomahawks* were so accurate that they were hitting the same spot over and over again."

It's a dimension traditionally left to those bombers sailing through blue sky, but now shared by those sailing through blue water. ‡

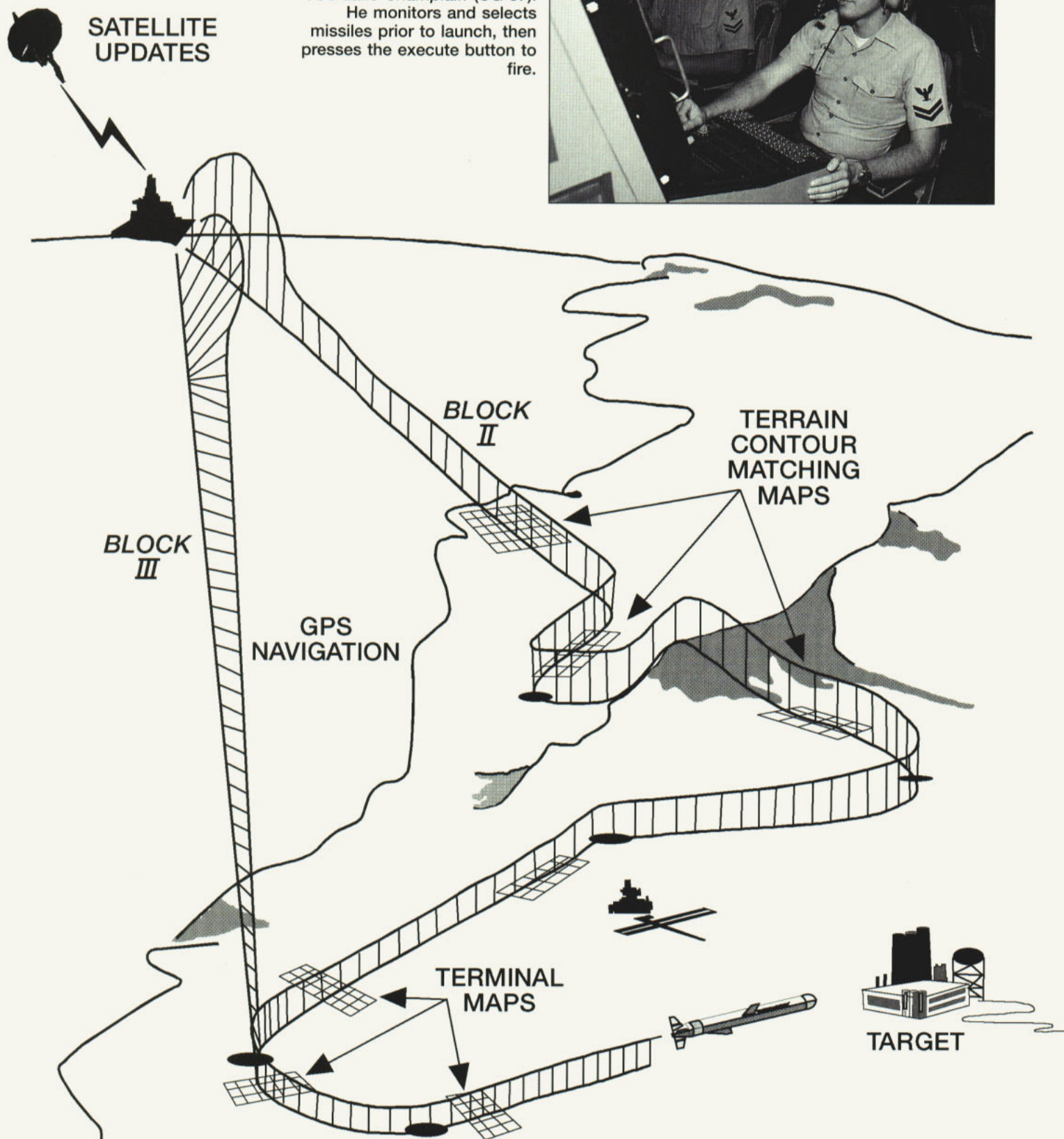
Mooney is a San Diego-based photojournalist for All Hands.

Block III Improvements

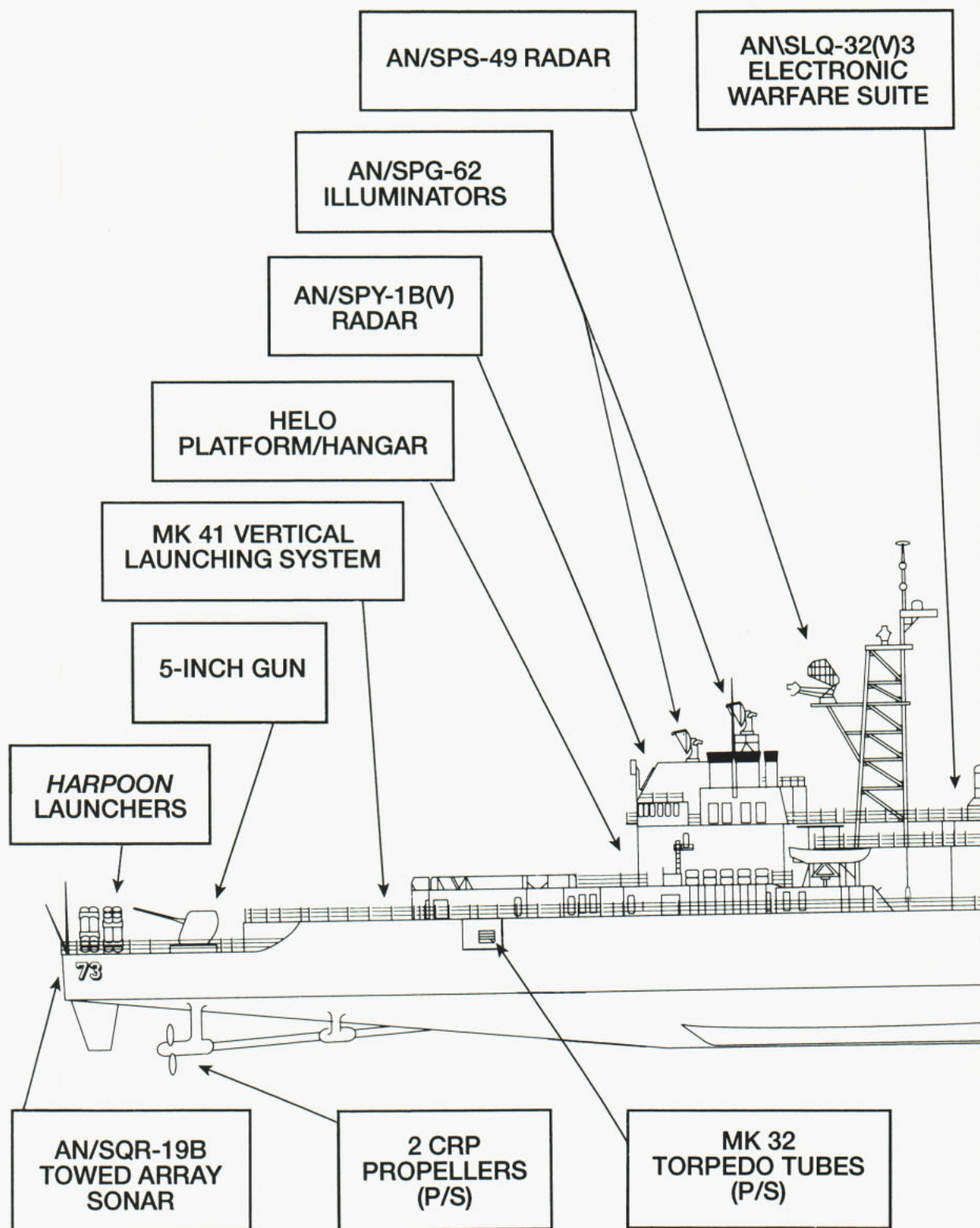


➤ FC2 Victor Fansler, from Fresno, Calif., is a launch control operator for the *Tomahawk* weapons system aboard USS *Lake Champlain* (CG 57).

He monitors and selects missiles prior to launch, then presses the execute button to fire.



Tomahawk Flight Profiles

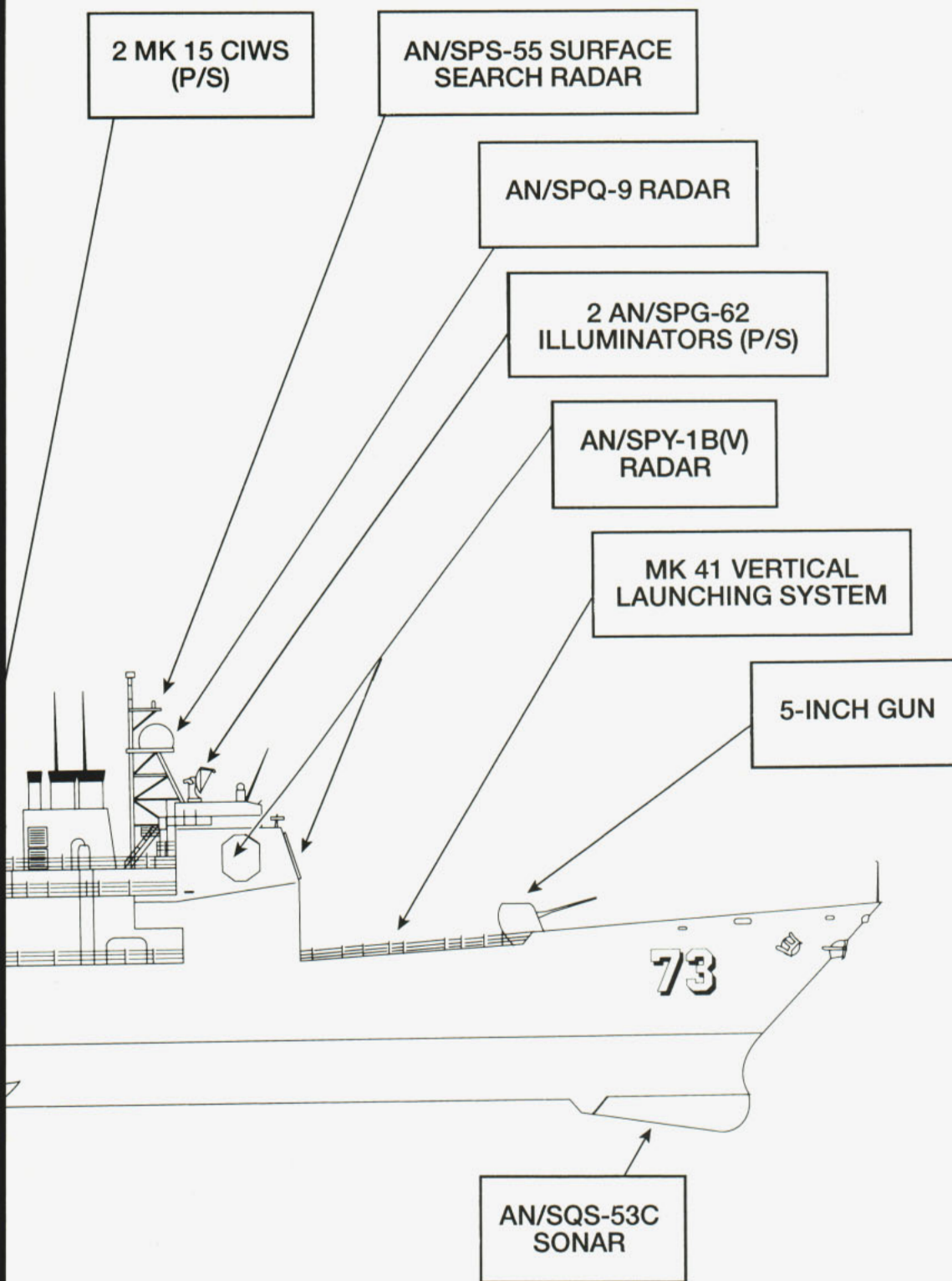


LENGTH: 567 FEET
 BEAM: 55 FEET
 DRAFT: 32.2 FEET
 SHAFTS: 2

DISPLACEMENT: 9,695 TONS
 SPEED: 30+ KNOTS
 PROPULSION: 4 LM 2500
 80,000 SHP
 ACCOMMODATIONS: 37 OFFICERS
 372 ENLISTED

Aegis Cruiser

ALL HANDS




ARMAMENT: STANDARD MISSILES
TOMAHAWK MISSILES
MK 46 TORPEDOS
2 5"/54 CAL MK 45 GUNS
2 20MM PHALANX
CLOSE-IN WEAPONS SYSTEMS

USS Port Royal (CG 73)

NOVEMBER 1994

Sailors deliver Marines forward...from the sea

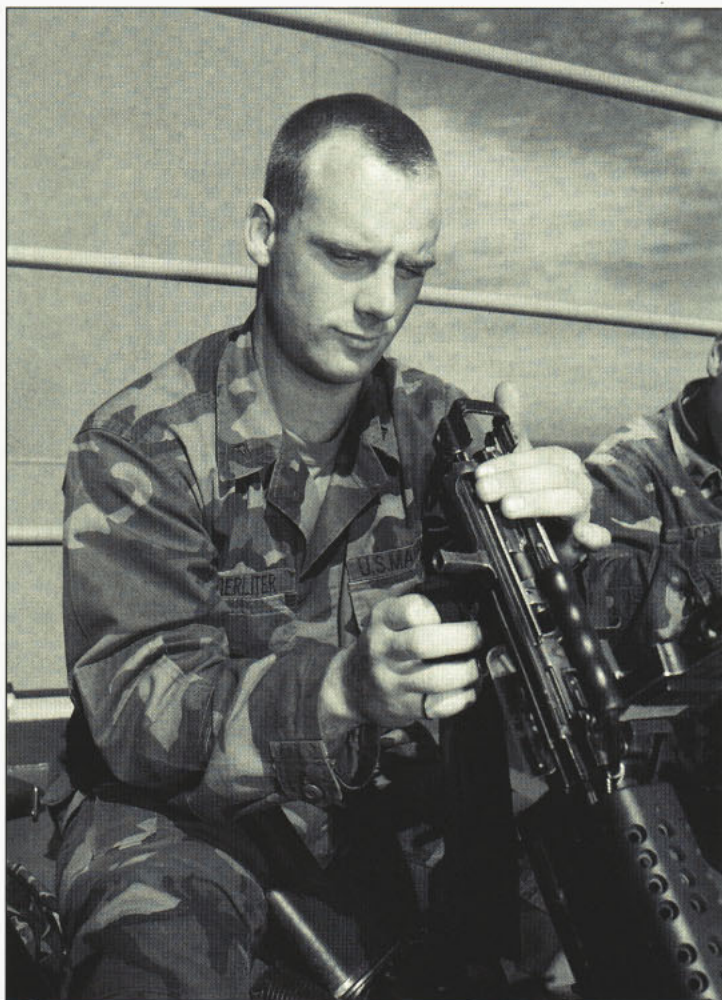


Story and photos by JO1 Ray Mooney

We're a taxi service for the Marines," said Chief Gas Turbine System Technician (Mechanical) (SW) Keith J. Matheson about his job as a Landing Craft Air Cushion (LCAC) pilot for Assault Craft Unit 5.

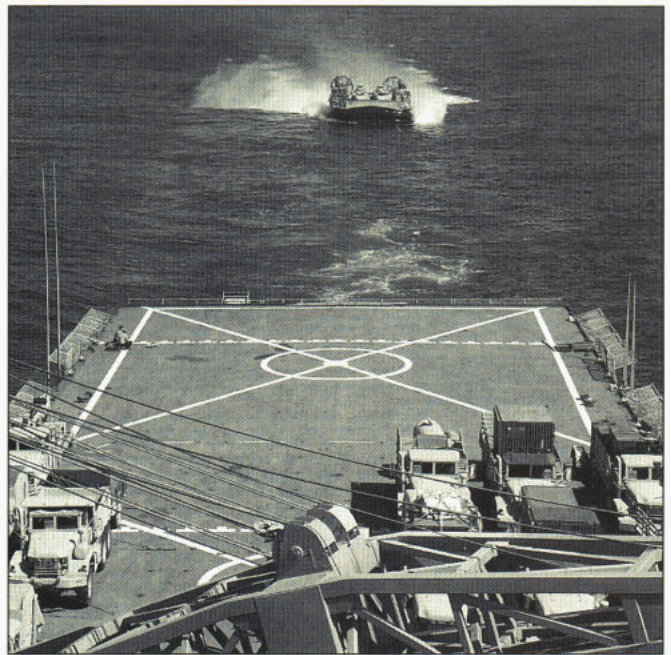
"What the amphib Navy is all about is getting the Marines and their equipment where they need to go in a hurry," the Palm City, Fla., native said. "LCACs are just that last leg of the trip."

Teamwork is crucial on any ship, and on an amphib, well deck ops give the deck and engineering departments an opportunity to show their teamwork. Debark control oversees well deck operations on board USS Fort McHenry (LSD 43).



◀◀ LCACs and HUMVEEs jam the well deck of *Fort McHenry*.

◀ LCPL Marty G. Hinderliter, from San Dimas, Calif., cleans his weapon on board *Fort McHenry*.



▲ An LCAC from Assault Craft Unit 5, stationed at Camp Pendleton, Calif., approaches *Fort McHenry* for loading into the well deck.

◀ The LCACs of Assault Unit 5 deposit Marines on the beach near Camp Pendleton during amphibious assault exercises.



➤ (Front to back) BM3 James A. Gibson, from Lufkin, Texas, SN Andrew E. Frank, from New Lenox, Ill., and SN Walt Farrell, from Houston, man a hose during flight operations on board *Fort McHenry*.



They coordinate ballasting, deballasting, launching and recovery during Condition 1A (amphibious operations).

The ship's well deck, where LCACs are berthed, is flooded to allow access to and from the sea. In ballast control, engineers flood ballast tanks to lower the ship's stern. The stern gate control raises and lowers the huge door allowing sea water into the well deck, while signalmen maintain visual contact with the assault craft to signal departure and arrival.

Orchestrated efforts from the bridge all the way down to the valve rooms serving the ballast tanks allow amphibious assault craft, loaded with Marines and gear, to hit the beach and return to a safe haven.

The LCAC's primary mission is transporting equipment, according to Boatswain's Mate 2nd Class (SW) Keith A. Guthrie, a landing signalman aboard *Fort McHenry*. "The helos come in, land and take up to 36 Marines at a time to the beach."

Guthrie, from Omaha, Neb., stays in visual contact with

the helos as they come and go. He and a couple dozen others work on the flight deck refueling, chocking, chaining, and loading and unloading the helos.

Every crew member has collateral duties to go along with primary duties, but flight quarters and amphibious operations take precedence. "Our primary mission is to get the Marines to the beach," Guthrie said. "That mission come first above everything else."

The passengers appreciate that.

"Without the Navy, we really don't get from Point A to Point B," said Cpl. Paul J. Swartzfager, stationed with Weapons Company 14 at Camp Pendleton, Calif. The Yorktown, Va., native agreed with the taxi service analogy, but stressed the relationship between the services is more important than that. "They get us where we need to be, and they get us out of there in one piece. We couldn't accomplish our mission without them." ‡

Mooney is a San Diego-based photojournalist for All Hands.



▲ Marines on board *Fort McHenry* wait for an amphibious assault exercise to get under way.

◀ An SH-53 helicopter loads up Marines on board *Fort McHenry* during a pre-deployment exercise. The Marines will be dropped off at nearby San Clemente Island in support of an amphibious assault.

THE USS WASP

HIGH-TECH TRANSPORT FOR MARINES



The armada enforcing the trade embargo off Haiti gets its orders from aboard the Wasp, the Navy amphibious assault ship that arrived last week from Norfolk. The Wasp also is equipped to play a key role if the United States decides to evacuate

Americans or invade the island nation. Like other amphibious ships, the Wasp was built to carry troops and get them ashore. But the Wasp is the first designed specifically to accommodate the modern tools of Marine deployment: giant air-cushioned landing craft known as LCACs and the Harrier jump jets that protect troops ashore.

WASP SPECIFICATIONS

Class: One of three ships in the Wasp class, designation – LHD. Others are the Kearsarge (Norfolk) and Essex (San Diego).

Commissioned: July 29, 1988

Cost: \$1.1 billion

Troop-carrying capacity: 1,800

Crew: 1,200

Dimensions: 844 feet long, 106 feet wide. Usable deck space, 2.2 acres.

Displacement: 40,500 tons

Propulsion: Two conventional steam propulsion plants

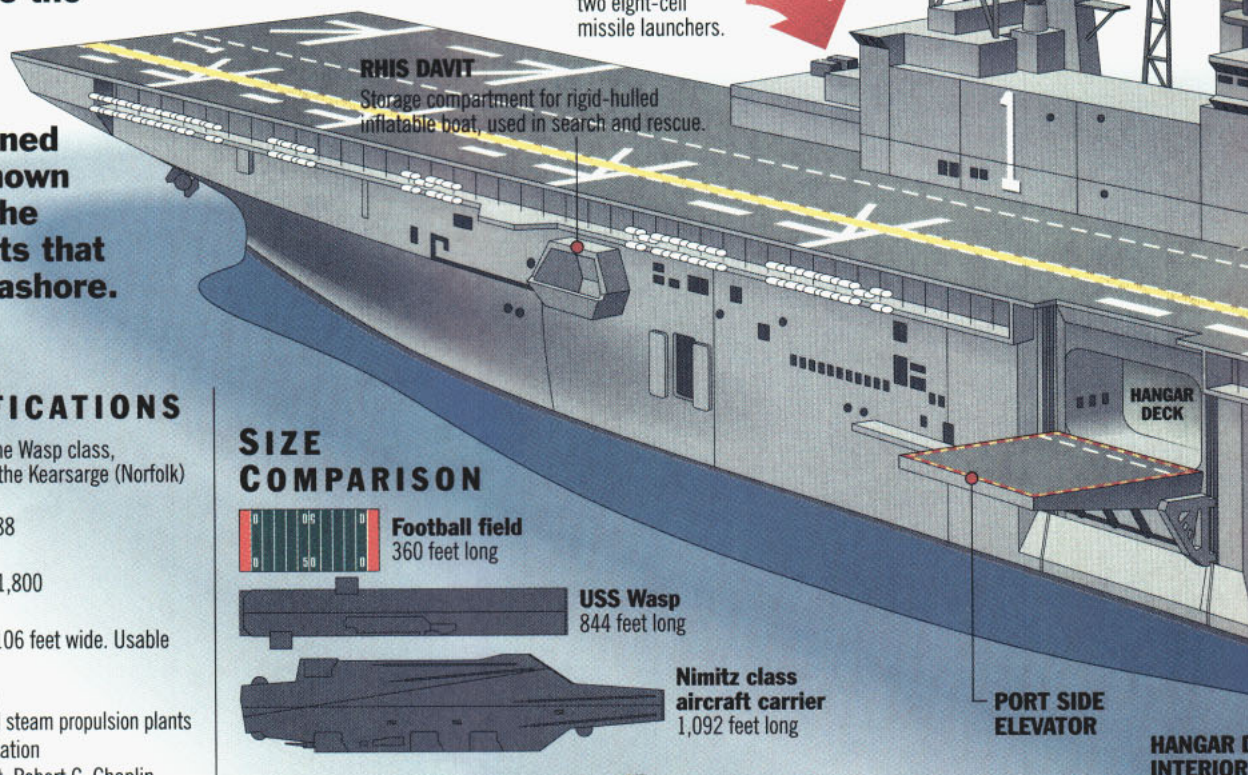
Home port: Norfolk Naval Station

Commanding officer: Capt. Robert C. Chaplin



SEASPARROW SURFACE MISSILE SYSTEM

Uses radar-guided Sparrow missiles with high-explosive warheads to counter threat from cruise missiles and aircraft. Wasp has two eight-cell missile launchers.



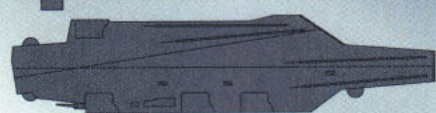
SIZE COMPARISON



Football field
360 feet long



USS Wasp
844 feet long

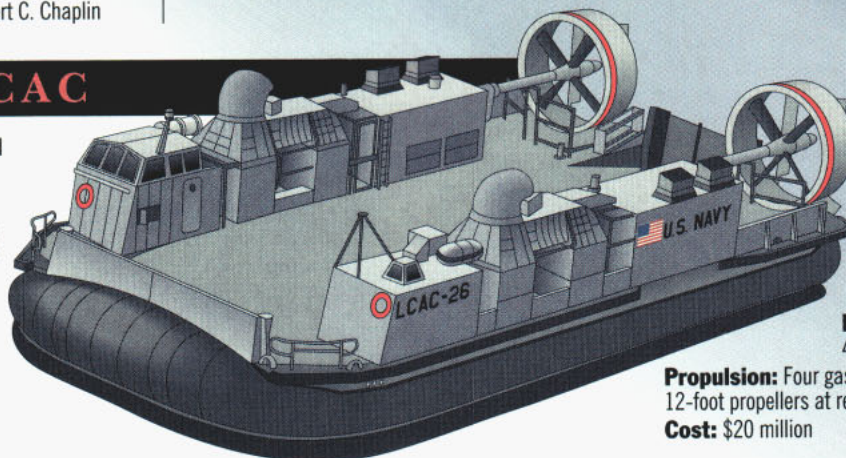


Nimitz class aircraft carrier
1,092 feet long

THE LCAC

LANDING CRAFT AIR CUSHION

Travels more than 45 mph over sea and land so Marines and their equipment can penetrate deep into a battle zone from a ship that's beyond the horizon. The air cushion enables LCACs to reach 70 percent of the world's coastline, compared with 15 percent for conventional landing craft. Their heavy payload means more troops reach shore more quickly. The Wasp carries three LCACs inside its well deck.



WHAT THE LCAC

Cargo: 60 tons standard, 75 tons overload – for example, one M-1 tank, two AAVs or 100 Marines.

Crew: Five

Dimensions: 88 feet long, 44 feet wide

Propulsion: Four gas turbines power two shrouded 12-foot propellers at rear and four lift fans.

Cost: \$20 million

THE HARRIER

AV/8 HARRIER

Its primary role is to respond quickly to calls for ground troop support, which it can do in 10 minutes – faster than any other support aircraft. Also can be used as an air-to-air fighter and light-attack air-to-ground bomber. Four engine-exhaust nozzles, two on each side, rotate to allow vertical or horizontal takeoff and provide greater in-flight maneuverability. On the Wasp, the Harrier takes off and lands horizontally.

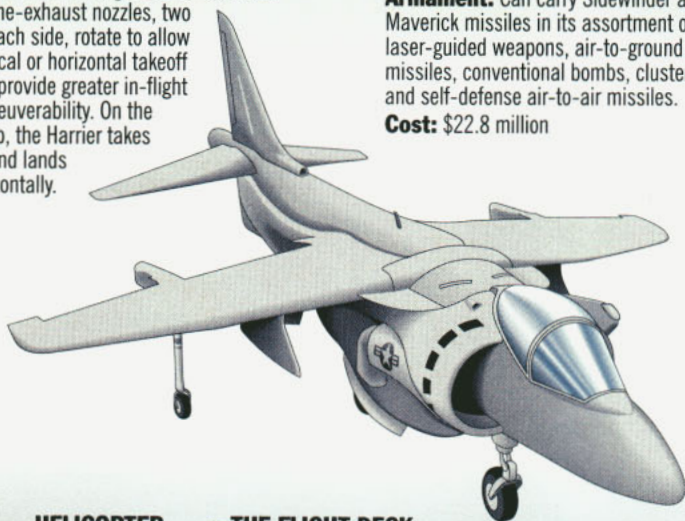
Crew: One

Propulsion: One Rolls-Royce jet engine
Dimensions: 46 feet, 4 inches long; wingspan, 30 feet, 4 inches

Speed: 668 mph (at sea level)

Armament: Can carry Sidewinder and Maverick missiles in its assortment of laser-guided weapons, air-to-ground missiles, conventional bombs, cluster bombs and self-defense air-to-air missiles.

Cost: \$22.8 million



HELICOPTER LANDING SPOT

THE FLIGHT DECK

The Wasp can operate up to nine helicopters on its flight deck simultaneously.

STARBOARD SIDE ELEVATOR

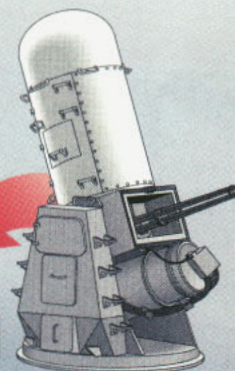
Provide access for aircraft from hangar deck to flight deck.

LIFE RAFTS

Located around ship's hull.

PHALANX

SEASPARROW SURFACE MISSILE SYSTEM



PHALANX CLOSE-IN WEAPONS SYSTEM

Provides last-ditch defense against cruise missiles and aircraft. Automatic gun control system that tracks and automatically fires up to 3,000 rounds per minute from 20mm Gatling-type gun. The depleted uranium used in each round is 2.5 times heavier than steel.

WELL DECK INTERIOR

M-1 ABRAMS TANK

The military's main battle tank, used by the Army and Marines, has a 120mm cannon which weighs speed temperature and wind before firing, and tracks targets by their heat.

AMPHIBIOUS ARMORED ASSAULT VEHICLE (AAV)

Enclosed aluminum-hull craft carries up to 25 fully equipped Marines on the sea or over land. Turret mounted with 12.7mm machine gun.

THE WELL DECK

Ballast tanks, commonly associated with submarines, fill with water and lower the rear of the ship, flooding the well deck so amphibious craft can float out. The well deck was built especially to accommodate LCACs, which use only about a foot of water. But it can drop low enough to draw in the six to eight feet of water that traditional landing craft require.



HELICOPTERS ON BOARD

CH-46 SEA KNIGHT

Troop carrier first procured for the Marines in 1964 during Vietnam War. Replacement being sought. Carries 22 troops to shore and has a crew of four.



CH-53 SEA STALLION

Heavy-lift Navy and Marine helicopter carries troops, as many as 37, as well as equipment and supplies. Has a crew of three. Larger version, the Super Stallion, carries cargo to ships under way and is the military's biggest helicopter.



AH-1 COBRA

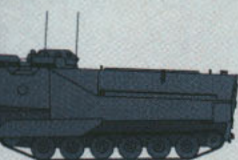
Utility or attack helicopter. As attack craft, it is armed with missiles, rockets, cannons and machine guns. Used against tanks and helicopters, and for troop support. Has tandem seating, one in front and one in back.

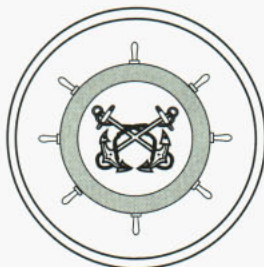


UH-1 HUEY (not shown)

General utility Marine helicopter, normally used for command and control.

CAN DO





Sea Masters

*Non-commissioned skippers
command their own craft*

Story and photo by JOC Steve Orr

It's not every day that you meet a skipper wearing chief's anchors, or even dungarees. But in the fleet today, there are petty officers and chief petty officers who are, for all intents and purposes, the captains of their own boats.

The skippers of tug boats, LCACs (air cushion landing craft) and LCUs (landing craft, utility) are enlisted personnel. Boat-swain's mates, operations specialists, quartermasters, gas turbine system technicians and enginemen are ratings in which senior enlisted Sailors command their own craft.

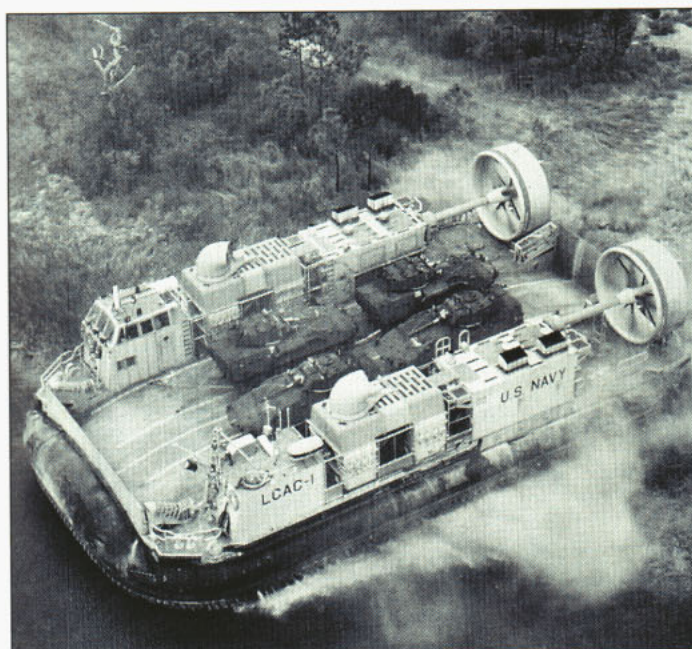
Take Boatswain's Mate 1st Class Monica Willets. She's been qualified as a tugmaster since early 1993 and works for port operations at Naval Base Norfolk.

"Being a tugmaster is challenging," said the Richmond, Va., native. "Although I'm basically the 'captain,' I never forget the responsibility that comes with the job. I'm constantly on my toes. If something goes wrong, I'm the one who ultimately answers for it."

Willets, who commands a crew of 11 Sailors, said the job is definitely not dull. "It's not the same old thing every day," she said. "You're constantly learning on the job."

BMC Tommy Glenn, an LCU craftmaster with tug experience, echoed Willets' sentiments. "You have to keep an open mind," said Glenn, who is assigned to Assault Craft Unit 2, Naval Amphibious Base Little Creek, Va.

"Be willing to learn from everything you do. This is not a



This LCAC, assigned to Assault Craft Unit 4, Little Creek, Va., transfers tanks during a training evolution.

place for someone who lacks self-confidence. Our decisions have to be right, because a wrong decision can result in damage to the craft or injuries to the crew," said the Detroit native.

It's not easy becoming the skipper of a craft. Each has its own unique set of qualifications and training situations. On top of that, potential tug and craft masters must exhibit the leadership qualities required for the job.

"First you must know how to lead people," explained Glenn. "If you can't do that, you're not going to manage your craft and its crew effectively. You have to know the boat's mission and its capabilities and every aspect of how it works."

The responsibility that comes with command is not something craftmasters and tugmasters can afford to take lightly, according to Senior Chief Gas Turbine System Technician (SW) Mark Allen, an LCAC craftmaster with Assault Craft Unit 4 at Little Creek.

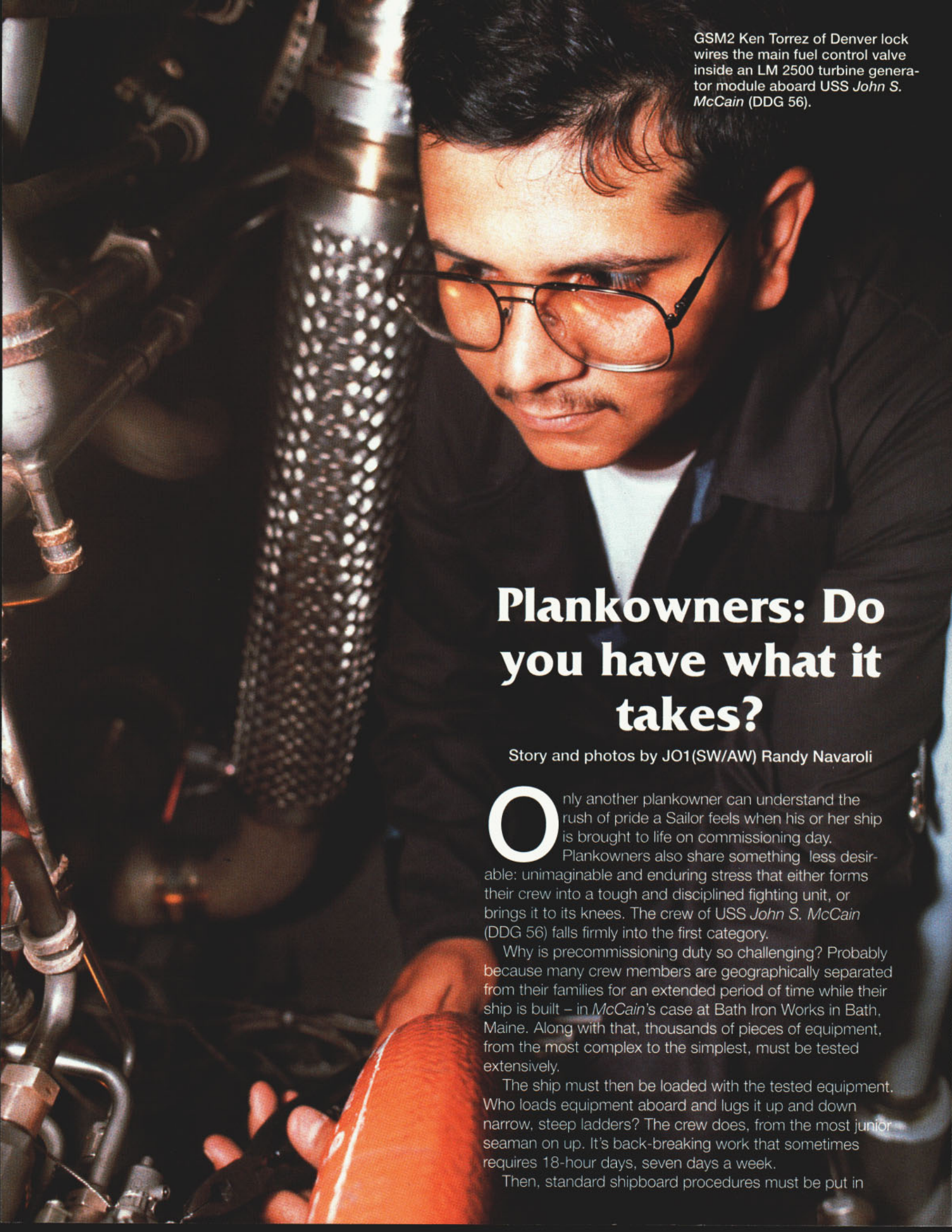
But ask a craft or tugmaster what's the most satisfying thing about command and you're liable to get a variety of answers.

"Completing the mission," said Allen, a Monroe, Mich., native. "All the rest is fun and games as far as I'm concerned. What I'm paid to do is get material and people from the ship, over the horizon, to the beach. That's what gives me the most pride and satisfaction." ‡

LCAC Craftmaster info

- Open to BM, EN, QM, OS and GS
- Eligible for Selective Reenlistment Bonus
- Receive Special Duty Assignment Pay
- Earn 0167 NEC - LCAC Craftmaster
- Attend 12-week school in Little Creek, Va., or Coronado, Calif.

Orr is assigned to Fleet Support Detachment, Norfolk.

A man with dark hair and glasses is focused on working on a large, complex industrial machine, likely a turbine engine. He is wearing a dark shirt and is looking down at his work. The machine has various pipes, valves, and a large, perforated metal component. The lighting is dramatic, with strong highlights and deep shadows.

GSM2 Ken Torrez of Denver lock wires the main fuel control valve inside an LM 2500 turbine generator module aboard USS *John S. McCain* (DDG 56).

Plankowners: Do you have what it takes?

Story and photos by JO1(SW/AW) Randy Navaroli

Only another plankowner can understand the rush of pride a Sailor feels when his or her ship is brought to life on commissioning day. Plankowners also share something less desirable: unimaginable and enduring stress that either forms their crew into a tough and disciplined fighting unit, or brings it to its knees. The crew of USS *John S. McCain* (DDG 56) falls firmly into the first category.

Why is precommissioning duty so challenging? Probably because many crew members are geographically separated from their families for an extended period of time while their ship is built – in *McCain*'s case at Bath Iron Works in Bath, Maine. Along with that, thousands of pieces of equipment, from the most complex to the simplest, must be tested extensively.

The ship must then be loaded with the tested equipment. Who loads equipment aboard and lugs it up and down narrow, steep ladders? The crew does, from the most junior seaman on up. It's back-breaking work that sometimes requires 18-hour days, seven days a week.

Then, standard shipboard procedures must be put in

➤ DC2 John Brooks, of Oak Forest, Ill., monitors the damage control console in the ship's central control station, the nerve center of engineering.



place. The ship and crew undergo an intensive inspection and certification process which includes the Operational Propulsion Plant Exam (OPPE), and the Light-off Exam (LOE). When these and a million other tricky steps are taken, the crew takes its ship to sea for a series of intense sea trials that not only test their skills, but also the construction of the ship. Add moving on board and the commissioning ceremony to this schedule and it's not surprising to discover precom duty also leaves little time for liberty.

Sailors, sometimes knowingly and sometimes blindly, volunteer for precom duty because, in the end, bringing a ship to life is a reward no other job can offer. There are training opportunities available nowhere else in the fleet. There's the chance to work with brand new high-tech gear like the *Aegis* weapons system aboard *McCain*, only the sixth *Arleigh Burke*-class destroyer ever built. Finally, there are the friendships that will last a lifetime. Precom crews are close for the same reason the two people who shared a foxhole in Operation *Desert Storm* are close. They depend on one another to get the job done.

"It's great to see 300 of us come together so smoothly," said Mess Management Specialist 3rd Class Theodore Vallejo of Seattle. "We've learned from this experience that

we had to look out for each other...that we had to work as a team to get *McCain* out of the yards and into the fleet."

Teamwork aboard *McCain* goes beyond routine military requirements. The crew is a team on and off-duty, whether at sea or ashore. When one crewman's father died, his shipmates got up in the middle of the night and went rack to rack collecting money to send the Sailor home. He was soon on his way.

McCain is named after John S. McCain and his son John, Jr., both of whom rose to the rank of four-star admiral. Their careers spanned the years from 1902 to 1972, covering four wars and numerous conflicts. Their conduct set the standard for courage and integrity.

Another McCain, former Navy captain and grandson of the senior McCain, now-U.S. Senator from Arizona, John S. McCain, upheld the long-standing family tradition of service. He also spent 5 1/2 years as a POW in North Vietnam.

"We all realize we have a lot to live up to here," said Electronics Technician 1st Class (SW) Jeffrey Hillman of Almont, Mich. "I think the proud tradition and history of the McCains really hit us during the commissioning ceremony."

One of the reasons the McCains were so well-respected by their Sailors was that they cared about their people and



◀ *McCain* crew members conduct an in-port fire drill during the ship's Light-off Exam prior to departure for Pearl Harbor.

▲ SK2 Carl Johnson, of Huger, S.C., verifies supply data for a fire axe before forwarding it to the proper division.

▼ EN1(SW) Gregory Jackson, of Sumter, S.C., (right), and FN Jose Rivera of Brooklyn, N.Y., conduct a potable water test in Auxiliary Machinery Room 1 aboard *McCain*.



weren't afraid to show it. That trait lives on today within the chain of command on board their namesake.

"This crew may work many long hours, but the CO and XO are taking care of the things that matter most to the crew," said Master Chief Gas Turbine System Technician (Mechanical) (SW) Victor Bennett, the ship's command master chief. "The crew needs to be free to build the ship — not having to worry about getting their families moved to our new home port in Hawaii," said the Great Falls, Mont. native.

Knowing the only way to keep the long distance move and related issues from becoming a problem, the CO and XO sent a three-man detachment to Pearl Harbor to lend assistance to

➤ SN Kelly Stanton of Salt Lake City dons an OBA face piece during the in-port fire drill for LOE.

➤ ➤ *McCain's commissioning ceremony July 2, 1994, at Bath Iron Works in Maine.*
Photo by PH1 Galen Walker.



newly arriving family members. The Sailors picked the families up at the airport, monitored their inbound housing shipments and settled them into their homes.

"The ship basically did everything for the move," said Storekeeper 2nd Class Carl Johnson, whose wife moved from his previous duty station in Indian Head, Md., to Pearl Harbor. "The CO, XO, CMC and ombudsmen were very helpful in getting us housing and getting our household goods moved over there," said the Huger, S.C., native.

Getting the families settled in Hawaii before the ship arrived was important so the crew could be welcomed to its new home. When the ship left Maine in July it was headed to Hawaii via a circuitous route that took it to Yorktown, Va., (for weapons onload), Panama, Mexico and San Diego before reaching Pearl Harbor in late September. After two months at sea, *McCain's* crew members were ready to spend some time with their families, although it would be short lived at best.

The coming months aboard *McCain* will be extremely demanding. The crew hopes to push through sea trials and pre-deployment work-ups so they can deploy together as an intact unit rather than shipping out with a fresh crew.

This is a frequent occurrence on new ships since many of the crew members finish their designated sea tour prior to the ship's first deployment. It can be frustrating for those who worked so hard getting the ship ready for fleet service. Nevertheless, they still feel intense pride and ownership in their ship.

"This is definitely our ship," said LT Ted Sommers of Pittsford, N.Y., the ship's fire control officer. "And the tone we have set for the ship will be with it throughout its life in the fleet. A ship takes on the personality of its precom crew."

A surprising number of *McCain* Sailors are second- and even third-time plankowners. A few Sailors even precommissioned the first *Aegis* destroyer, USS *Arleigh Burke* (DDG 51). Because of their extensive knowledge of the relatively new class of ship, they are sought out by other crew members.

"Since we know this platform so well, everyone wants our opinion about how to do this or that," said GSM2(SW) Kevin Wilson, one of the handful of *Arleigh Burke* plankowners aboard *McCain*. "They want to know if, based on our experience, there are better ways to do things, to see if we



USS McCain (DDG 56)

Construction start date — Nov. 4, 1990

Keel laid — Sept. 3, 1991

Launched — Sept. 26, 1992

Sea Trial Alpha — December 1993

Sea Trial Bravo — March 24, 1994

Sea Trial Charlie — April 26, 1994

Delivery date — May 27, 1994

Commissioned — July 2, 1994

Sail away — July 26, 1994

can improve," said the Brooklyn, N.Y., native.

There's mixed reaction from the crew when asked if they would take another precommissioning assignment. For some, once is enough. They admit it's hard on the family and on themselves, but the rewards of experiencing a genuine and lasting sense of accomplishment are undeniable.

"Nothing was easy about this tour, but luckily we have the best chain of command I've ever seen," said Engineman 1st Class (SW) Greg Jackson of Sumter, S.C. "I promised my wife I'd go to shore duty after this tour, but if I could get another chain of command like the one here, I'd precom another ship in a heartbeat." †

Navaroli is a photojournalist for All Hands.



▲ SR Brian Phillips of Hephzibah, Ga., polishes the plaque from the original *McCain* (DL 3, later DDG 36) which was donated to the new *McCain*.

Business as usual

Sustain leaves cruiser high and dry

Story by ET1 Steven Cumberledge, photos by LT John Albright

Long before the sun comes up, the word is passed over the 1MC: "Man all docking stations!"

The expected flurry of action doesn't come — most personnel, many of whom are old hands at this, have already headed toward the Navy floating dry dock *Sustain* (AFDM 7). The crew eagerly awaits the arrival of its first *Aegis*-class cruiser, USS *Thomas S. Gates* (CG 51).

While many observers watch dry docking unfold with interest, it's business as usual for the crew of *Sustain*, located at Naval Base Norfolk.

When it was decided *Gates* needed repairs, questions arose as to who would do the job. Should it be a civilian shipyard or the Navy? Because of the size and height of *Aegis*-class cruisers, the question was, "Could *Sustain*, the largest floating drydock the Navy has on the East Coast, handle the job?"

Preparations to receive *Gates* started weeks before its arrival when CDR Donald Flowers, of Chicago, *Sustain*'s commanding officer, got word the dry dock could be tasked with raising the

Aegis cruiser for repair. Docking Officer LT Norman Gregory, of Chesapeake, Va., and Dockmaster Senior Chief Engineman Carl Palmer, of Custer, S.D., pulled out the cruiser's blueprints. They laid out a plan covering the build — where each keel block would go and how high each had to be — and how the side blocks would be built to keep *Gates* steady while it was in the dock.

Because each ship is different, the blocks must be custom-built for each job. This build was particularly challenging because the custom-built blocks had to be constructed and placed in a week's time due to a frigate leaving *Sustain* only seven short days before *Gates*' arrival.

At the end of those seven days, Flowers ordered the

➤ *Sustain* prepares to ballast down prior to sunrise. Custom built keel and side blocks line the inside of the dry dock.

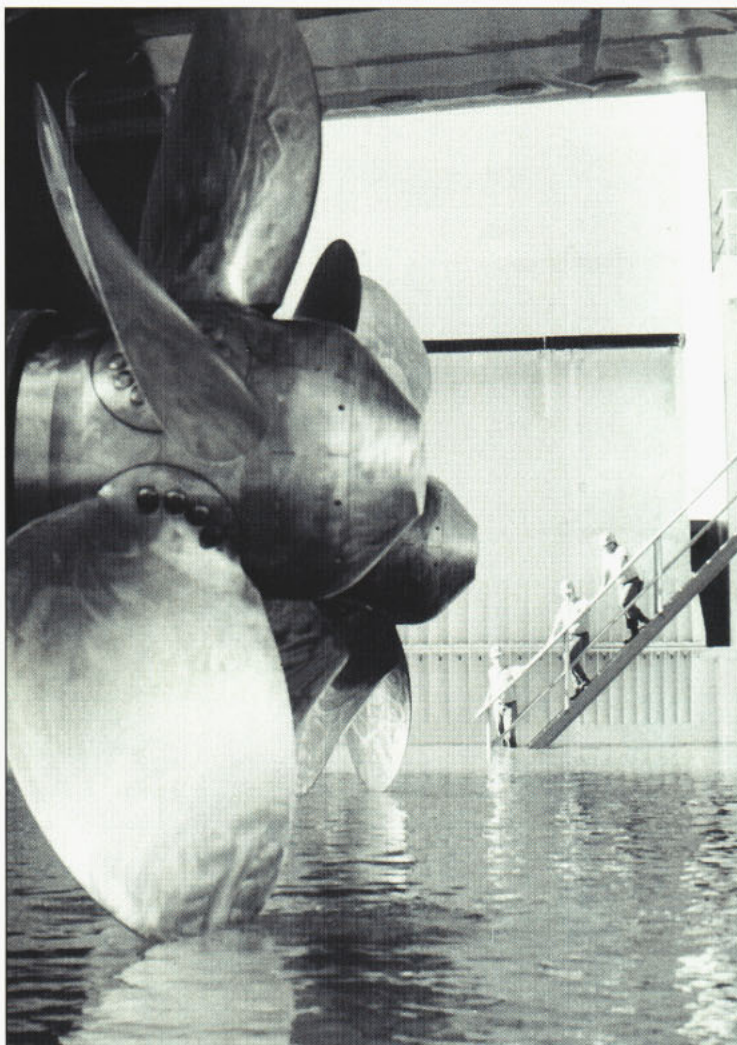




▲ *Sustain* cradles *Thomas S. Gates* in Norfolk.

◀ Sailors from *Sustain* heave lines over to *Thomas S. Gates* (CG 51) in preparation to pass firemain hoses.





◀ Sustain sailors wait to enter the dock basin as the drydock ballasts up.

Once *Gates* was fully inside and centered, word was passed to begin deballasting the dry dock. When the cruiser was a foot above the keel blocks, deballasting was secured and the divers were ordered into the water. Their job was to ensure the blocks were placed correctly and there were no obstructions between the ship and the blocks. This is the longest part of any dry docking. The divers must double-check the centering of the ship. Once *Gates* was sitting hard on the blocks, the divers ensured it was touching on all the blocks.

The divers reported all was well. Deballasting continued and it was time to raise *Gates* completely out of the water.

While the divers checked more than 350 points on the keel and side blocks, *Sustain's* engineers hooked up shore power lines, firemain water, fresh water and waste removal lines to *Gates*. While the cruiser is in *Sustain*, *Gates* will be supplied all necessary services.

Completing the dry-docking is an impressive operation that takes about two hours. As *Gates* was lifted from the water, line handlers removed the lines and trolley wires and stowed them away.

Once all of the equipment had been stowed, *Sustain's* crew entered the dock basin to wash down the silt that accumulated during the docking process.

"Once we get to this point, it's a relief," said Seaman Amanda McGuyer, a native of Evansville, Ind. "After the stress of the day and the boredom of waiting for the divers to get done, you know that when the washdown is finished, so is the day."

Thirteen hours after the docking began, *Gates* sat high and dry. The challenge of dry-docking an *Aegis* cruiser was met, and *Sustain's* crew once again proved that meeting new challenges is business as usual. †

Cumberledge is assigned to Sustain. Albright is the executive officer of Sustain.

dock submerged. The crew opened valves and in about 20 minutes, the dock submerged.

At 7:45 a.m., *Gates* slowly approached *Sustain*. Tugboats positioned the cruiser approximately 8 feet from the bow of the dry dock, and slowly eased it over the submerged keel blocks. As *Gates* crossed *Sustain's* bow, control of the cruiser passed to the dry dock's docking officer. The order was given to take up slack on the in-haul line. While the tugs kept the ship centered in the dock, additional lines and hand trolley lines were used to center the cruiser in the dry dock.

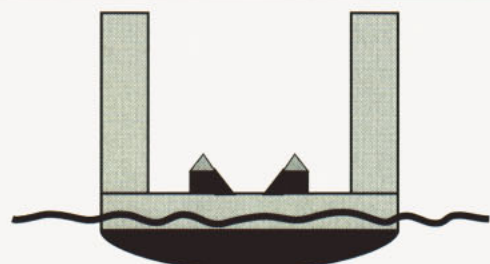
When the ship was approximately 50 feet into the dock the command was given to "hold all lines." *Gates* had to be precisely centered so the screws cleared the keel blocks. Palmer went from trolley to trolley, marking the lines to ensure that center was maintained.

"The captain says we have to maintain center within two feet," Palmer said. "Don't let this line go more than a foot either way."

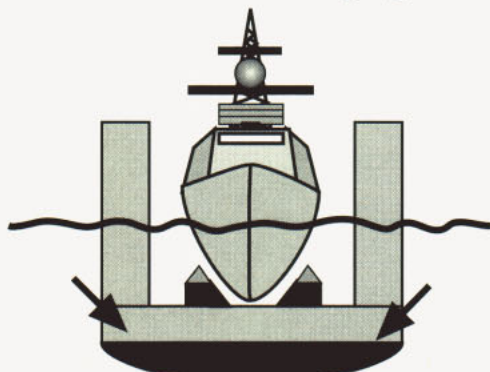
Sustain STATISTICS

Vessel type: Auxiliary floating dry dock – medium.
Constructed: 1945.
Overall length: 622 ft.
Width (inside drywalls): 96 ft.
Overall height: 57 ft., 4 in.
Weight: 7,880 tons.
Certified lift capacity: 13,500 tons.

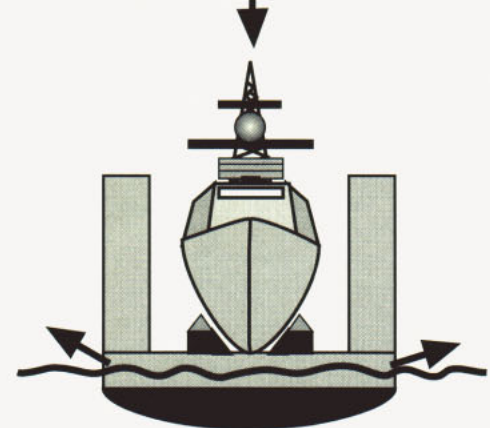
Sustain will celebrate 50 years of service in January 1995.



Tanks Empty



Tanks Filled



Tanks Pumped Out

Illustrations By DM2 WILSON

Civilian contractors receive instructions on what to look for during the hull inspection of *Thomas S. Gates*.



It's real ... or is it?

Story by JOC Steve Orr and JO1 Ray Mooney

Ship handling is best learned on the bridge of a ship. But if you don't have a ship handy, virtual reality provides the next best thing.

State-of-the-art technology now makes it possible for bridge team members to navigate the narrow channels of Pearl Harbor or practice flying an LCAC onto a hostile beach. Simulators in San Diego and Norfolk provide realistic, cost-effective training that until recently, only aviators had access to.

Data bases provide geographic landmarks, currents, winds, weather elements, visibility, sound and just about every other

aspect of real ship handling. All the elements interact and computers control the images projected on screens surrounding the bridge.

"You don't need to make exceptions for anything," said Gunner's Mate (Missiles) 1st Class (SW) Randy L. Wallingford, from San Diego, stationed aboard USS *Chosin* (CG 65). "It's exactly like getting under way. The commands are the same, the response times are the same. Everything was very accurate."

The same level of accuracy is found in LCAC trainers at Naval Amphibious Base Little Creek, Va., and Naval Amphibious Base



Coronado, Calif.

"The trainer is designed for an LCAC's starboard cabin crew — the craftmaster, navigator and engineer," said LT Michael Evans, division officer for the full mission trainer (FMT) at Little Creek. "We also use it to train LCAC detachment officers-in-charge, to familiarize them with how things work."

The cost savings of using the simulator are a major advantage in today's budget-conscious environment.

"To fly a real LCAC for an hour costs approximately \$3,300 in fuel and maintenance," said Evans. "That doesn't even include the cost of getting a ship under way if the training requires it. To use the simulator, the cost is only around \$300 per hour."

Orr is photojournalist assigned to Fleet Support Detachment, Norfolk, and Mooney is a San Diego-based photojournalist for All Hands.



Photo by JO1 Ray Mooney

▲ Mock-ups of a standard ship's bridge and a ship's external bridge wing are part of the suites available in Norfolk and San Diego. The hydrodynamics of 27 different classes of Navy ships add realism to the lesson.

Each ship has a different underwater body and performs differently according to the size of the propeller, the rudders and the appendages beneath the ship — aspects accounted for in the hydrodynamics computer program.

“Stand by for shot lines”

Story by JO1 Ray Mooney

Underway replenishment (UNREP) is an integral part of the Navy's mission. Without the ability to transfer food, fuel and firepower, our ships would be in and out of port constantly, seriously affecting their ability to sustain a fight.

Perhaps in an effort to salute those supply ships that provide their sustenance, or maybe as just a snappy conclusion to the touchy operation that is UNREP, Navy ships have established the tradition of breakaway songs. As the two ships part, or breakaway, a song blares from the receiving ship's speaker system.

Whatever the beginnings of this practice, the tradition is now bound in the annals of Navy folklore. Some ships have songs they feel represent their work ethic, others choose a different tune each time. Through time ships have piggybacked personal touches on existing tradition. Some ships unfurl their battle ensign at breakaway or have the conning officer don a funny hat. Some supply ships pass along mementos to their customers as part of their UNREP routine.

Here are a few of the mottos, nicknames and breakaway routines practiced throughout the fleet.

USS *Antietam* (CG 54) — Song selected based on replenishment ship. UNREP trademark is bolo toss rather than shot line gun for the forward line.

USS *Arkansas* (CGN 41) — Theme from “Raiders of the Lost Ark.” Flies Arkansas state flag. Conning officer wears red Arkansas Razorback hat (resembles a razorback) with a large “A” on both sides.

USS *Arleigh Burke* (DDG 51) — Motto is “Fast and Feared.”

USS *Aubrey Fitch* (FFG 34) — Passes along a “ship's bullet,” an engraved CIWS shell. Motto — “On Station, On Time, Fully Mission Capable.”

Sailors break new ground on the bridge

Story and photo by JO1 Ray Mooney

The bridge is a place for discipline. It is where talent and training come together to ensure the safety of the ship and its crew.

On board USS *John Young* (DD 973),

“If we're going to do this, we're going to have to prove that we can do it.”

- ET1(SW) Gary L. Gray

USS *John Paul Jones* (DDG 53) and dozens of other ships throughout the Navy, enlisted Sailors are breaking ground by standing watches on the bridge — not at the status board or the helm, but as conning officer and officer of the deck (OOD).

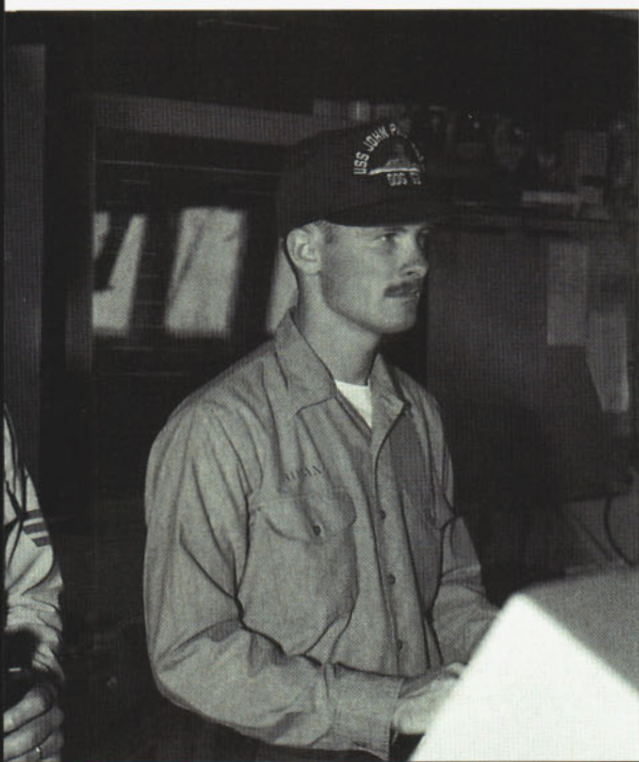
“As the Navy changes, attitudes are changing,” said Electronics Technician 1st Class (SW) Timothy S. Hartwell, a qualified conning officer aboard *John Paul Jones*. The Marion, Ill., native has also completed better than two-thirds of the personnel qualifications standards (PQS) for OOD underway. “As the Navy gets smaller, you'll have to qualify in more than just your own rate.”



And that isn't easy, especially when you're challenging tradition. “I believe they are a little tougher on us because we are enlisted,” said ET1 (SW) Gary L. Gray, stationed aboard *John Young*. “If we're going to do this, we're going to have to prove that we can do it.” He also stands watch as conning officer and has finished 80 percent of his OOD underway quals.

A shipmate on *John Young* agrees that getting signatures on the OOD PQS is tough, but that it's understandable. “It doesn't bother me at all that they're tougher on us,” said Disbursing Clerk 1st Class (SW) Paul T. Golden, from Guernsey, Wyo. “I remember where I'm from ... a supply rating — and I've got a lot to learn. In the end, it will make us better OODs.”

Quartermaster 2nd Class (SW) Stefan E. Lamberski, stationed on *John Paul Jones*, is nearly OOD qualified and admits it's an easier transition for



◀ ET1(SW) Timothy S. Hartwell, from Marion, Ill., stands watch as conning officer on the bridge of San Diego-based USS *John Paul Jones* (DDG 53). He has been on the bridge watchbill since June and has completed about 70 percent of his qualifications for officer of the deck under way. The helmsman is SN David M. Boman,

someone familiar with bridge operations. "It's pretty mind-boggling, the amount of information you have to know," explained Hartwell. "If you're under way in a tactical or maneuvering situation, you have to be the eyes and ears of the ship. Your senses have to be piqued. You have to be able to answer any question the captain might ask and handle any situation."

"The chain of command goes from the CO to you as an OOD," Lamber-ski added. "If you're not up to that challenge, don't even try it."

him than for somebody unfamiliar with bridge operations. "As a QM you end up training a lot of the junior officers who are standing conning officer and OOD," he said. "For me it seemed like a natural pro-

"After all, it's not every day you see a white hat on the bridge with a pair of binoculars around his neck giving orders." - ET1(SW) Timothy S. Hartwell

The challenge is different from ship to ship and from rating to rating, according to these future OODs. Some divisions can't spare senior personnel to stand watches on the bridge. Others can. Whichever way it works, the challenge for an enlisted Sailor is a formidable one.

"It's not just prestigious," Hartwell said. "It's a lot of hard work. If I was in my division, I would be standing a four-hour watch every three days. Up here sometimes it's four hours on, eight off. It's a big responsibility."

Hartwell said there was some surprise and a little reluctance among his peers when he first started working on his OOD qual. "After all, it's not every day you see a white hat on the bridge with a pair of binoculars around his neck, giving orders." †

Mooney is a San Diego-based photojournalist for All Hands.

USS *Avenger* (MCM 1) — *Avenger* is currently working with Marvel Comics (Ironman) to develop a ship's motto based on "Wooden Ships, Iron Men."

USS *Belleau Wood* (LHA 3) — "Rawhide."

USS *Bristol County* (LST 1198) — "Sweet Home Alabama."

USS *Butte* (AE 27) — "Fanfare for the Common Man" by Aaron Copland. AKA: the "Silver Bullet Express." Motto - "We Keep the Guns Loaded."

USS *Camden* (AOE 2) — "Baby Elephant Walk" by Henry Mancini. Occasionally deviates from standard and plays good old American rock and roll. Displays sign on signal bridge that reads, "You are the ___th trader along-side."

USS *Cayuga* (LST 1186) — "Di Qeella Pira" from Il Trovatore.

USS *Comte de Grasse* (DD 974) - "Theme From Patton." Passes a bottle of wine to UNREP ship that is "bottled exclusively for DD 974" under the label "Count's Choice." Ship's mascot - the Energizer Bunny.

USS *Dubuque* (LPD 8) — "Bad to the Bone" by George Thorogood and the Destroyers.

USS *Duluth* (LPD 6) — Different each time, crew suggestions.

USS *Elliot* (DD 967) — Different each time, chosen by the "bull" ensign.

USS *Essex* (LHD 2) — "Little Deuce Coupe" by the Beach Boys.

USS *Flint* (AE 32) — Crew member picks different song each time. AKA: the "Silver Bullet." For first-time customers, the ship provides a six-pack of silver bullets (sodas) bearing a remarkable resemblance to Coors Lite Silver Bullet logo.

USS *Gettysburg* (CG 64) — Motto - "Deeds not Words."

USS *Guardian* (MCM 5) — "Whipping Post" by the Allman Brothers.

USS *Harry W. Hill* (DD 986) — "Born To Be Wild."

USS *Ingraham* (FFG 61) — Different each time, weekly division in the spotlight makes the choice. Displays battle ensign during breakaway, same size as used by aircraft carriers.

Continued on Page 34

gression. You're training them, why not actually stand the watch yourself?"

But the job isn't easy, not even for

USS Jarrett (FFG 33) — No traditional song. They have a breakaway band, the Black Cats, that plays on the 02-level forward or the flight deck aft during breakaway. Replenishment rig and linehandler personnel, at UNREP's end, conduct crisp line abreast bow, in the fashion of a wave, to the departing ship, followed by hand waves.

USS John A. Moore (FFG 19) — Different each time, chosen by "George" ensign, then reviewed by the "bull" ensign, navigator, PAO and XO.

USS John L. Hall (FFG 32) — "Johnny Be Good" by Chuck Berry.

USS John Paul Jones (DDG 53) — Uses selections from "Victory at Sea."

USS Juneau (LPD 10) — "North to Alaska" by Johnny Horton.

USS Kiska (AE 35) — "North to Alaska." by Johnny Horton.

Trademark is "Pumping Iron." **Laboon (PCU)** - AKA: the "Fearless Fifty-eight." Laboon's motto is "Without Fear."

USS LaSalle (AGF 3) — AKA: "Great White Ghost of the Arabian Coast." During a recent shipyard visit, LaSalle was painted haze grey and is looking for a new nickname.

USS Lewis B. Puller (FFG 23) — "Rawhide" by the Blues Brothers. Flies ship's flag, a Marine Corps bulldog for "Chesty" Puller, at breakaway.

USS Leyte Gulf (CG 55) — "Born to be Wild" by Steppenwolf. Passes the ship's "Dessert du Jour" to UNREP ship, usually brownies or chocolate chip cookies. Motto - "Move Swiftly and Strike Vigorously."

USS Mahlon S. Tisdale (FFG 27) — "Sledge Hammer" by Peter Gabriel. Different songs solicited periodically from crew.

USS Merrill (DD 976) — "Travelin' Band" by CCR was recently chosen by shipwide contest. Flies Unocal gas station flag with ship's motto "Spirit of '76."

USS Mississippi (CGN 40) — "Born to be Wild" by Steppenwolf. AKA: "Mighty Miss."

USS Mobile Bay (CG 53) — "Born in the USA."

Murder Board. It sounds threatening, and it can be. The term is slang for a pre-examination board. In this case it's a board for Enlisted Surface Warfare Specialist qualifications.

ESWS pre-boards are designed to take the worry and anticipation out of the actual examination boards. "The board's like a mock forum, where questions covering areas such as damage control, navigation, weapons systems and safety are asked," said Gunner's Mate (Guns) 1st Class (SW) Michael Guyer, stationed on board USS Mount Whitney (LCC 20).

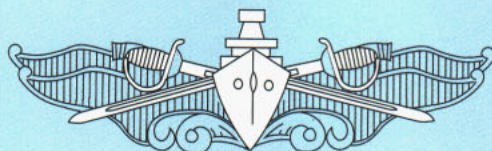
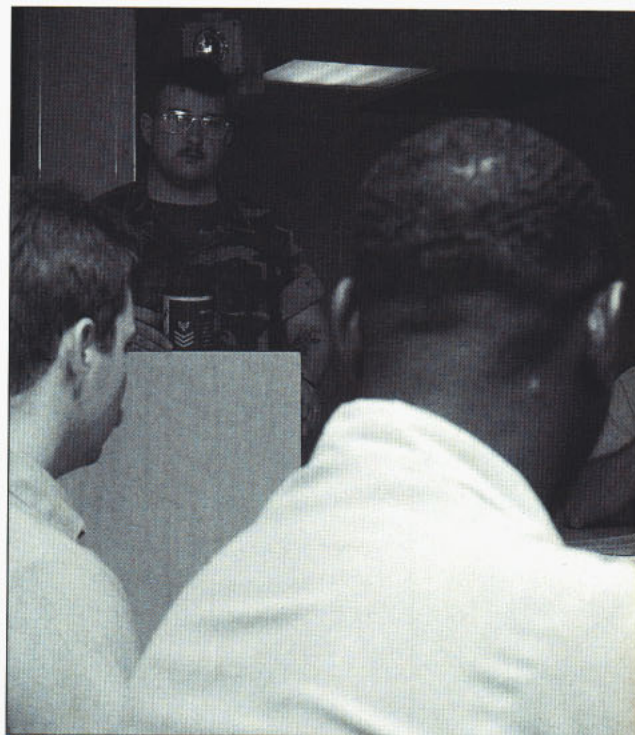
"It's available to help a candidate prepare. By participating in a mock board, a candidate can discover weaknesses as well as strengths," said the native of Saugerties, N.Y.

"My feeling is most people do a lot of their work just by completing their ESWS books and getting all their signatures," explained Guyer, who earned his ESWS pin on his second ship, USS Pharris (FF 1094). "The idea behind my pre-board is not to turn Sailors into specific department watch officers. I just want to know

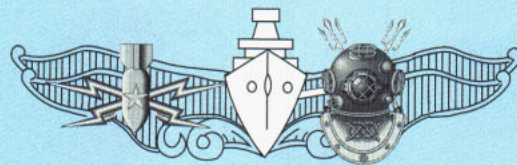
GMG1(SW) Michael Guyer leads the pre-examination board as they question potential candidates on board USS Mount Whitney (LCC 20).

Murder

Story and photo



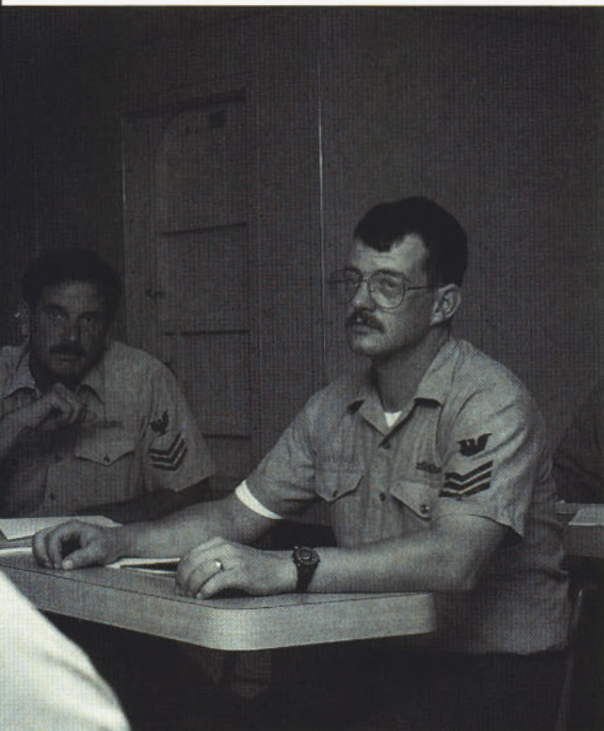
Surface Warfare Insignia. A gold metal pin, with the bow and superstructure of a modern naval warship on two crossed swords, on a background of ocean swells.



Special Operations Insignia. Same ship and bow wave as Surface Warfare Insignia. In lieu of crossed swords, there is an ordnance disposal bomb over crossed lightning rays on one side, and a diving helmet over two tridents on the other.

Board

by JO2 Brian Ellis



they have a good working knowledge of the ship."

If Sailors also demonstrate sound knowledge of the ship in their pre-board, they usually pass their real board. "If I recommend someone to go before the boards, I know he or she is ready for the ESWS pin," said Guyer.

Establishing a pre-board on every ship in the fleet is Guyer's dream. He said there's no doubt in his mind how valuable pre-boards are, especially since the Navy is concerned about developing flexible, well-rounded Sailors.

"First impressions are very important," Guyer said. "Without speaking, I'd know something about a seaman or 3rd Class with an ESWS pin. Getting the pin says a lot."

Many agree that earning the pin can make you more competitive for various selection boards. "Having the ESWS pin proves Sailors have the ability to be specialists in their ratings while being aware of all the other facets of the command," said Master Chief Personnelman (SW) Judith Tisot, Command Master Chief of Naval District Washington, D.C. "It gives the command a better Sailor." †

Ellis is a photojournalist with the Public Affairs Center, Norfolk.

USS Moosbrugger (DD 980) — *Moosbrugger's mascot is the "Mighty George Ensign Moose" who recently appeared at a World Wrestling Federation match featuring Hulk Hogan. The ship's motto is "The Moose is Loose."*



USS Mount Hood (AE 29) — "Sail Away" by Enya.

USS Mount Vernon (LSD 39) — "Proud Mary" and "The Old Grey Mare." The song is selected just prior to breakaway based on how the day has gone.

USS O'Brien (DD 975) — Motto - "It Wasn't Me." Trademarks are the green ball cap and a yellow battle flag with a shamrock.

USS Peterson (DD 969) — Motto - "Proud Tradition."

USS Ponce (LPD 15) - *Ponce's mascot is "Sampson," a large stuffed lion that has developed a liking for highline transfers during UNREPs. Sampson has been known to escape from his caretaker with great regularity to go traveling.*

USS Rainier (AOE 7) — "Working Class Man" by Lacy J. Dalton. AKA: the "Ready Mart." Ship's motto - "Legend of Service." Flies one of 11 flags of major food products and/or gas companies upon breakaway. Rig crews tip hardhats to customer ship at breakaway.

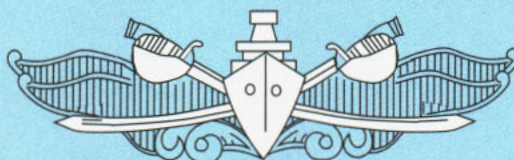
USS Reid (FFG 30) — "Ride of the Valkyries" by Richard Wagner. Symbolizes *Reid's* overwhelming presence as a battle frigate and not just an FFG.

USS Rentz (FFG 46) — Songs are selected to fit each UNREP.

Continued on Page 36



Surface Supply Corps Insignia. A gold metal pin with a supply corps oak leaf centered on the bow and superstructure of a modern naval warship on two crossed naval swords on a background of ocean swells.



Enlisted Surface Warfare Insignia. A silver metal pin showing the bow and superstructure of a modern naval warship on two crossed cutlasses, on a background of ocean swells.

USS Reuben James (FFG 57) — Crew makes suggestions for breakaway songs. On special occasions flies either the *Reuben James* flag (*Reuben James* holding a sword on a yellow field) or the 35 x 50-foot battle ensign ("Big Momma") during break-away.

USS Roanoke (AOR 7) — "Takin' Care Of Business."

USS Sacramento (AOE 1) — "Tusk" by Fleetwood Mac. Passes bear claw pastries to receiving CO and flies California state flag during UNREP.

USS Safeguard (ARS 50) — Theme song from "Hawaii 5-0." Home ported in Pearl Harbor and its hull number is 5-0.

USS Samuel Eliot Morison (FFG 13) — The ship's mascot is a doberman/black Labrador retriever mix dog named "Miss Liberty." Miss Liberty has mastered climbing up and down ladders and is a qualified watch dog in port. She currently has more than 150 full-time masters and has located unlimited food sources — particularly steel beach picnics. Miss Liberty is up for reenlistment next February and is undecided about her future at this time.



USS Samuel Gompers (AD 37) — "Born To Be Wild."

USS Santa Barbara (AE 28) — *Santa Barbara's* mascot is "Santa Bee," a large yellow and black striped yellow jacket. The ship passes along a Mason jar full of Santa Bee's personal fueling honey. *Santa Barbara's* motto is "We deliver the sting."

Aegis Training Center responds to fleet needs

Story and photo by
JO1(SW/AW) Randy Navaroli

The RADM Wayne E. Meyer Aegis Training Center (ATC) at Naval Surface Warfare Center, Dahlgren, Va., is pushing through a record number of students due to ship decommissionings, disestablishment of the data systems technician rating, the continuing build-up of the *Arleigh Burke*-class destroyers and manning requirements for 27 *Aegis* cruisers.

When it opened in 1985, only 20 students graduated from the Dahlgren training facility, where 21 different configurations of the *Aegis* combat system are now taught. In 1988 there were 130 graduates. By 1997 there will be 320 graduates of the school annually.

In 1992 instructors proposed going to a 24-hour-a-day, 6-day-a-week schedule. It wasn't the most popular idea since it affected not only the instructors and students, but also maintenance, support personnel and supply.

"Going to school at all different hours sort of messes up your personal life sometimes, but with the number of students here I think it's the only way we can all get the lab time we need," said Fire Controlman Seaman Ryan Wagner of Loogootee, Ind., a student in the *Aegis* combat systems fundamentals course.

The 140 instructors made the recommendation to conduct classes around-the-clock based on their experiences in the fleet, where many *Aegis* ships are in dire need of Sailors possessing critical *Aegis* skills. Now that many of the *Aegis* pioneers are at Dahlgren, they're in a position to help Sailors in the fleet and themselves when they return to sea.

"We had to consider taking in too many people too fast," said Master Chief Fire Controlman (SW) Darrell Tatro, ATC's senior instructor. "But our quality of instruction hasn't suffered. We're focused on getting the right number of *Aegis* Sailors to each *Aegis* ship as fast as possible, without changing our performance standards," said the Eden, Vt., native.

As a group, instructors conduct 14 classes and up to 30 labs per day teaching every element of the *Aegis* combat system. "Our labs are 100 percent realistic," said CAPT Edward Hontz, ATC's commanding officer. "We have real tactical equipment that runs real tactical programs. What our students see here, they'll see again in the fleet."

Hontz commanded USS *Princeton* (CG 59) when it struck a mine during Operation *Desert Storm*. His experience gives him instant credibility when he talks about taking ships into combat, but he said people are the most important asset of a ship, not its *Aegis* equipment.

"It will be the young men, and now women, trained at ATC who give the Navy its best hope for a strong naval defense," he said. †

Navaroli is a photojournalist for All Hands.



Aegis Training Center students listen as FC2(SW) Michael Newkirk of Beaverton, Ore., teaches *Aegis* fundamentals.

"It will be the young men, and now women, trained at ATC who give the Navy its best hope for a strong naval defense."

Women wield the shield

Story and photos by
JO1(SW/AW) Randy Navaroli

When the first two women received orders to the previously all-male *Aegis* school, nobody told them it would be easy ... but it has been, according to the duo.

LT Susan Fortney of York, Pa., and Fire Controlman 2nd Class (AW) Zoie Lynn Stieger are the first two women to complete training at the *Aegis* Training Center in Dahlgren, Va., and the *Aegis* Combat Systems Center (ACSC) in Wallops Island, Va.

Stieger, a native of Leavenworth, Kan., will be the first female fire controlman in the fleet when she joins the crew of USS *Barry* (DDG 52) after graduating from the AN/SPY-1D technician course.

Stieger said she was somewhat surprised that she was so quickly accepted by her peers and the school staff.

"The first couple of weeks in school were kind of weird," said Stieger referring to her classmates' reaction to her arrival. "Guys would start to swear and then they'd see me out of the corner of their eye and stop. I've worked around electronics gear a long time. I know you have to swear sometimes to make it work," she said.

Stieger is one of many former data systems technicians who cross-rated to fire controlman due to the disestablishment of the DS rate.

"Part of my job here at school and when I get to *Barry* is to blend in smoothly," she said. "I'd like my shipmates to look at me as



FC2(AW) Zoie Steiger conducts an exercise on a SPY radar radio frequency monitor at the *Aegis* Training Center, Dahlgren, Va.

just another FC."

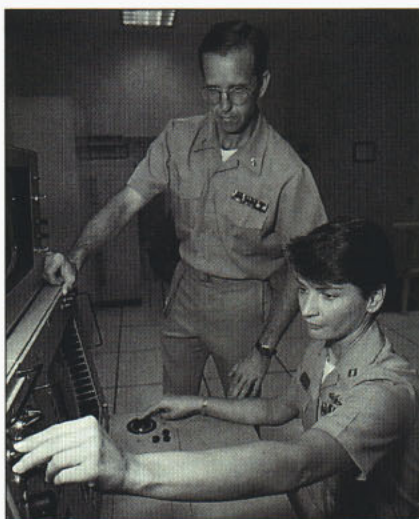
Fortney never expected to serve on a combatant, even after her selection as a Limited Duty Officer. When her detailer offered the former electronics technician a billet on board USS *Dwight D. Eisenhower* (CVN 69) she jumped at it. However, a few days later he called back and handed her the opportunity of a lifetime: the billet as the first female Electronic Material Officer aboard the *Arleigh Burke*-class destroyer *Benfold* (DDG 65), which is under construction at Ingalls Shipbuilding in Pascagoula, Miss.

"When I went to USS *Jason* (AR 8) as an ET, I thought that was a big deal," she said. "As recently as 1990 I wouldn't have believed anyone who said I would be on an *Aegis* combatant by 1994."

Fortney admits that initially she perceived some hesitation among her fellow classmates in the *Aegis* Maintenance Manager Course at Wallops Island. She said that wore off as the novelty of her presence dissipated.

"I have a lot of faith in people's professionalism, dedication and flexibility to accept women in the combat fleet," she said. "As an officer I have responsibilities that go way beyond gender. There's nothing to fear. I'm simply another shipmate." †

Navaroli is a photojournalist for All Hands.



LT Susan Fortney and CWO3 Mike Mayo, an instructor at the *Aegis* Combat Systems Center in Wallops Island, Va., operate the UYK-21 *Aegis* console during an anti-air warfare exercise.

USS *Shasta* (AE 33) — "Fanfare For The Common Man" by Emerson, Lake and Palmer. Provides six-pack of *Shasta* cola to ship alongside. Motto - "We Serve Anytime, Anywhere."

USS *Shreveport* (LPD 12) — "Perry" the brown pelican from the city seal of Shreveport is the ship's mascot.

USS *Stump* (DD 978) — *Stump's* mascot is "Felix," a blue-fronted Amazon parrot acquired about 15 years ago. *Stump's* motto - "Tenacity: Foundation of Victory."

USS *Suribachi* (AE 21) — "Duke of Earle."

USS *Thorn* (DD 988) — AKA: the "Mighty T." *Thorn's* motto is "Sharply Perseverant."

USS *Tortuga* (LSD 46) — *Tortuga's* mascot is "Tuga" the turtle. Their motto is "Tough, Tall and Tenacious."



USS *Truxtun* (CGN 35) — Different each time, crew suggestions.

USS *Underwood* (FFG 36) — "Runnin' with the Devil" by Van Halen. The "*Underwood Fighting Devils*" are its mascot, and the motto is "Just Friend and Brave Enemy."

USS *Vicksburg* (CG 69) — Motto - "Key to Victory."

USS *Willamette* (AO 180) — "Takin' Care Of Business." Sometimes plays song that fits receiving ship. Flies ship's flag with Tasmanian Devil and motto "Fuel for Freedom." †

Reserve ships hone skills during missile shoot

Story and photos by JO1(AW) Kimberly Marks



Six guided-missile frigates from Destroyer Squadron 6 (DESRON 6) recently completed an eight-day exercise which concluded off the coast of Puerto Rico with a missile shoot.

USS *Clifton Sprague* (FFG 16) led the way out of Charleston, S.C., with USS *Samuel E. Morison* (FFG 13) and USS *Fahrion* (FFG 22). They practiced low visibility navigation in the channel, followed by a transit through a simulated mine field. The three ships steamed to Mayport, Fla., conducting engineering casualty control, maneuvering and flashing light drills.

The ships rendezvoused with USS *Antrim* (FFG 20) and USS *Estocin* (FFG 15) and steamed to the Puerto Rico operations area where the five-ship task group practiced tactical maneuvering and performed exercises to test their readiness.

USS *Flatley* (FFG 21) and USS *Yorktown* (CG 48) joined the squadron in the operations area. *Flatley* had just completed a successful three-month deployment to the Caribbean in Operation *Support Democracy*. *Yorktown* completed missile firing training requirements prior to an upcoming deployment.

"The multi-mission training exercise fulfilled several objectives," said CAPT William J. Donnelly, commander, DESRON 6.

"It provided an opportunity for the seven ships to complete their annual missile firing training requirements against airborne targets, and operate in a high OpTempo task group scenario," he said.

"It also allowed squadron ships from all DESRON 6 home ports to operate together, which enhanced our camaraderie while honing seamanship

and warfighting skills."

During the exercise, 24 missiles were sent at both air- and land-launched targets. At one point, there was a multiple ship engagement with six missiles en route to the target simultaneously. "The data we gathered and the significant success of the exercise established a very useful base line in terms of FFG 7 anti-air warfare capabilities against current world threats," Donnelly said.

"We sent a loud and clear signal that DESRON 6 FFGs are warfighting machines of the first order. The active-duty and selected reserve crews clearly demonstrated the capability of the Naval Reserve Force FFGs." †

Marks is assigned to Naval Reserve Readiness Command, Newport, R.I.



◀ GMM2 Martin E. Dudley wipes down a missile launcher aboard USS *Clifton Sprague* (FFG 16) following a recent missile shoot in the Caribbean Sea.

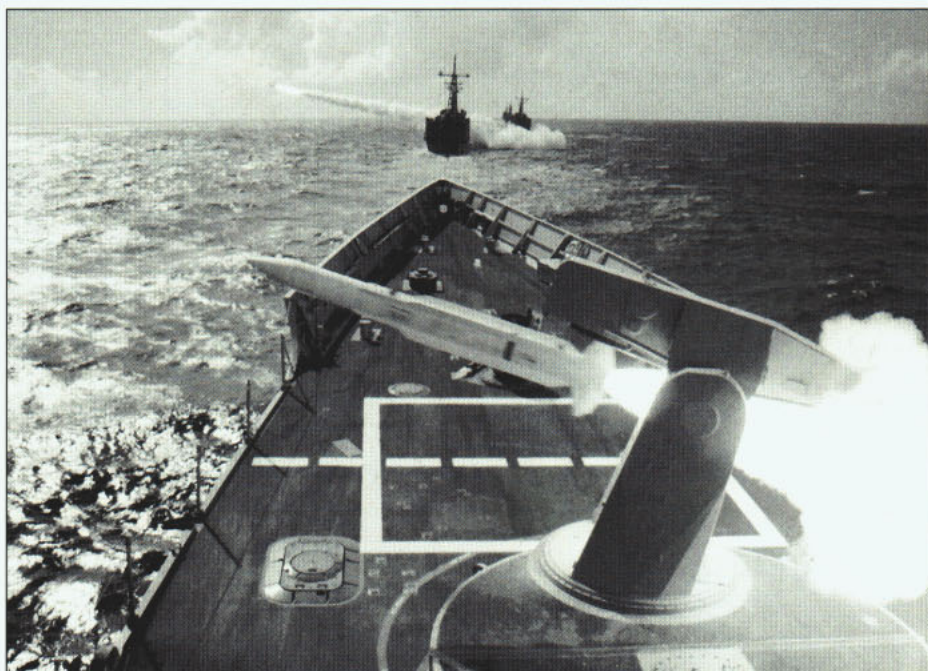


➤ A Sailor aboard USS *Clifton Sprague* (FFG 16) fires a weapon during a small arms fire exercise.

▼ Five DESRON 6 guided-missile frigates steam in formation during the Caribbean exercise.

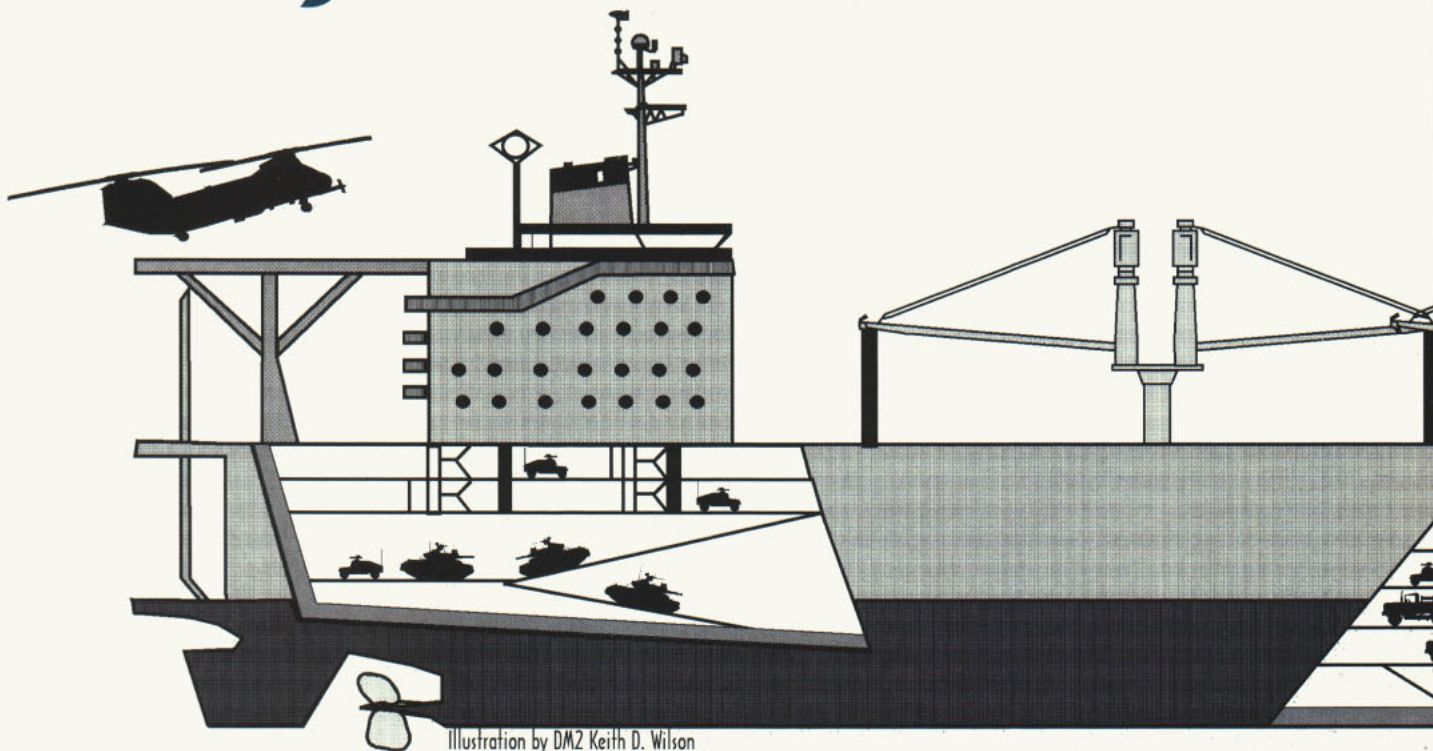
Exercise participants

The ships participating in the exercise were USS *Clifton Sprague* (FFG 16), homeported in Mayport, Fla.; USS *Fahrion* (FFG 22) and USS *Samuel E. Morison* (FFG 13), both homeported in Charleston, S.C.; USS *Estocin* (FFG 15), homeported in Norfolk; and USS *Antrim* (FFG 20) and USS *Flatley* (FFG 21), both homeported in Pascagoula, Miss. USS *Yorktown* (CG 48), a cruiser homeported in Norfolk, also participated in the missile exercise.



▲ An SM-1 missile leaves the rail from USS *Clifton Sprague* (FFG 16) seconds after a missile is launched from USS *Estocin* (FFG 15).

Forward deployed ready service locker

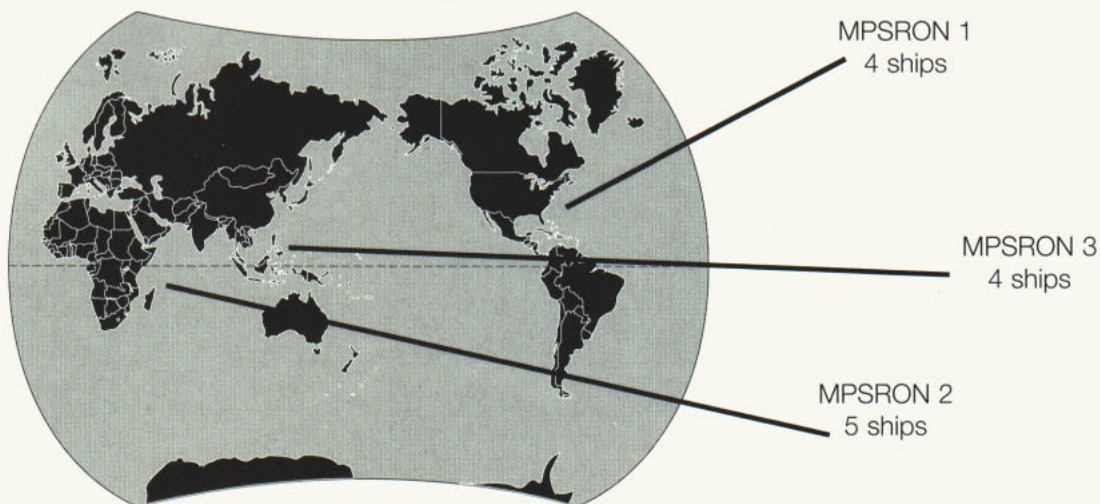


The Military Sealift Command's Afloat Prepositioning Force (APF) allows rapid response for delivery of urgently needed equipment and supplies to the site of a conflict. The APF has expanded into three arenas — maritime prepositioning ships (MPS), prepositioning ships and the brigade afloat force.

MPSs are divided into three squadrons that carry equipment and supplies for Marine Expeditionary Forces. One MPS squadron can provide all the supplies and equipment to support a Marine Expeditionary Brigade of about 16,500 people with beans to bullets to water for about 30 days. Each MPS ship has cargo roll-on/roll-off capability and a flight deck for helicopter operations.

MSC's 16 prepositioning ships provide primary support to Army and Air Force units. The ships function as floating warehouses while MPSs can be off-loaded and immediately moved into the combat area.

The eight brigade afloat force ships preposition the equipment and supplies to support an Army heavy brigade that could deploy to the Middle or Far East within five to 14 days. †

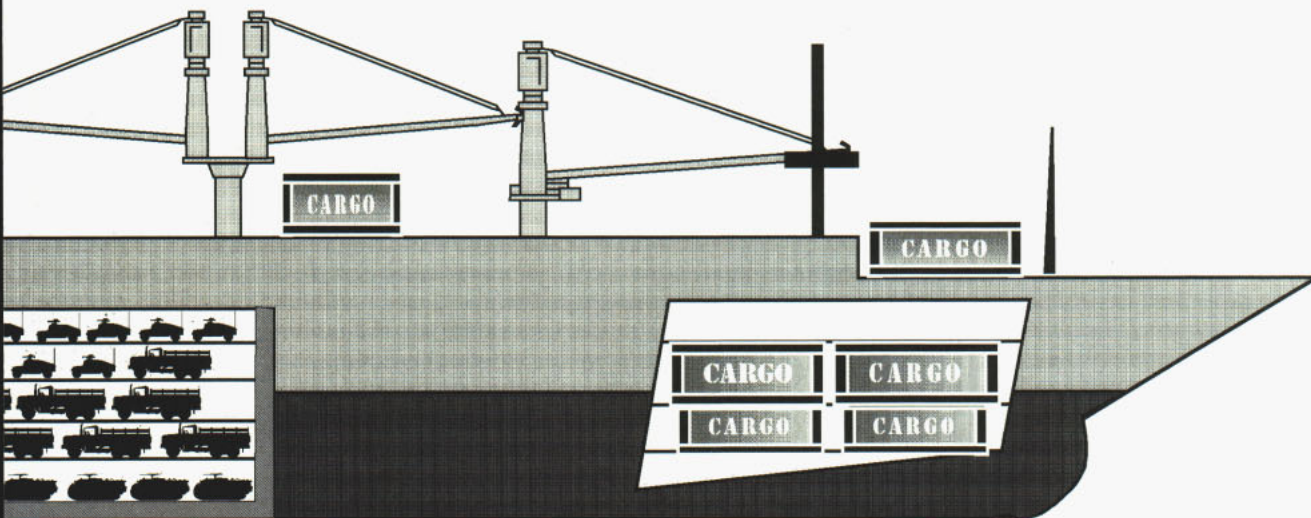


Military Sealift Command (MSC) operates a 140-ship fleet of government-owned and chartered U.S. flag ships that transport military supplies and equipment overseas. MSC's fleet has three forces of ships: the Naval Fleet Auxiliary Force (NFAF), the Special Mission Support Force (SMSF) and the Strategic Sealift Force.

The 43 NFAF ships provide fuel, spare parts, food and mail to combatant ships on station.

The 13 ships of the SMSF carry out scientific and specialized missions.

The 81 ships of the strategic sealift force include many of the ships already discussed and a number of others: dry cargo ships, freighters, two hospital ships, two aviation logistics support ships, eight fast sealift ships and approximately 100 Ready Reserve Force ships. †



*MV 1st LT Baldomero Lopez **

Built: 1985; Length: 673 ft.; Beam: 105 ft.; Draft: 35 ft.; Displacement: 46,000 tons; Speed: 17.7 knots; Range: 11,107 NM; Roll-on, Roll-off cargo capacity: 152,185 sq. ft; Container capacity: 578; Passengers: 100; Crew: 30; Ramp length: 60 ft.

* This class is named after U.S. Marine Corps Medal of Honor winners.



Photo by Lance Cpl. Jeff Hawk

95%

of all *Desert Storm*
cargo went by ship.

Marines, Sailors and merchant mariners receive a safety briefing before a pierside off-load exercise of MV 1st LT Jack Lummus during Exercise Freedom Banner '94, held recently in Okinawa, Japan.

Influencing the fleet

Training surface warriors

Story and photos by LT Gregory P. Geison

Overlooking Narragansett Bay in Newport, R.I., is the Surface Warfare Officers School Command. The alma mater of ship drivers provides the Navy with officers professionally qualified to serve as leaders of surface ships with the ultimate

goal of command at sea.

The command at Newport trains both department heads and division officers.

As officers gain experience among the various departments, they can return as many as three times during their careers to refresh their knowl-

edge through the use of state-of-the-art trainers and classroom instruction.

On these pages you'll meet some of the officers and Sailors who train surface warriors before they go out to the fleet. ⚓

Geison is the public affairs officer, SWOSCOLCOM.



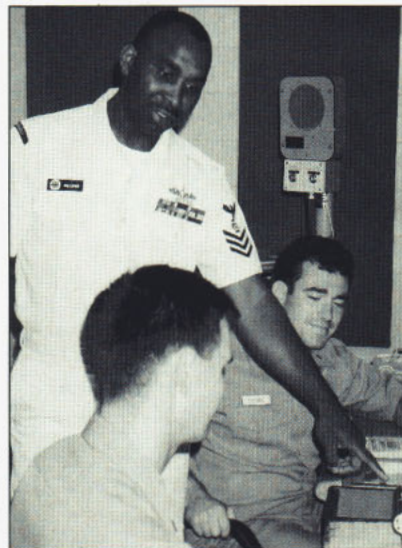
What do you like most

◀ GSM1(SW) Woody Hall from Lubbock, Texas. "I enjoy sending new ensigns to the fleet with the knowledge they need. When ensigns report to their first ship, the only real knowledge they have on how to excel is what SWOS has taught them."

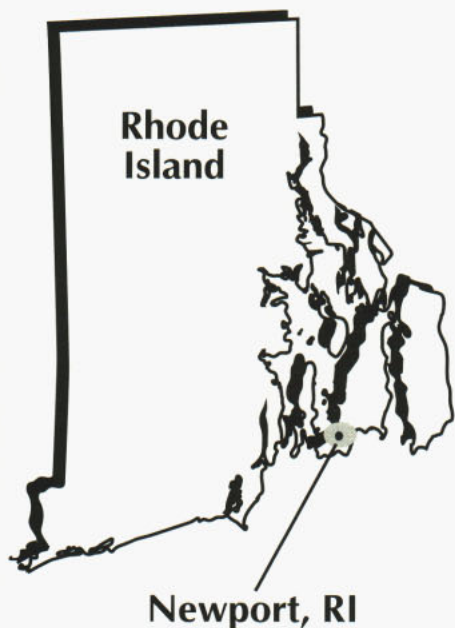
➤ FC1(SW) Mike Wehmer from Monroeville, Pa., "I enjoy working with the highly motivated, enthusiastic students and staff here at SWOS."



➤➤ GSM1(SW) Marvin Sullivan from Huntsville, Ala. "I like watching students develop as they work through the training process. The final product can be so different from where they start. SWOS provides officers with a base knowledge so they can hit the deckplates running without having to start from scratch."



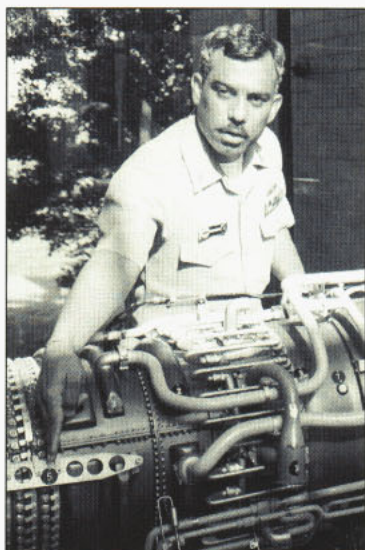
➤ LT Paul Hession, from Arlington Heights, Ill. "It's interesting to teach the officers who will fill the job I left. SWOS accelerates the qualification process."



◀ LT Greg Simmons from Decatur, Ga. "I enjoy the opportunity to influence the future of the fleet....we stress to them, don't worry about your fitness reports and how you're going to look; take care of your people and give it your all, the rest will come."



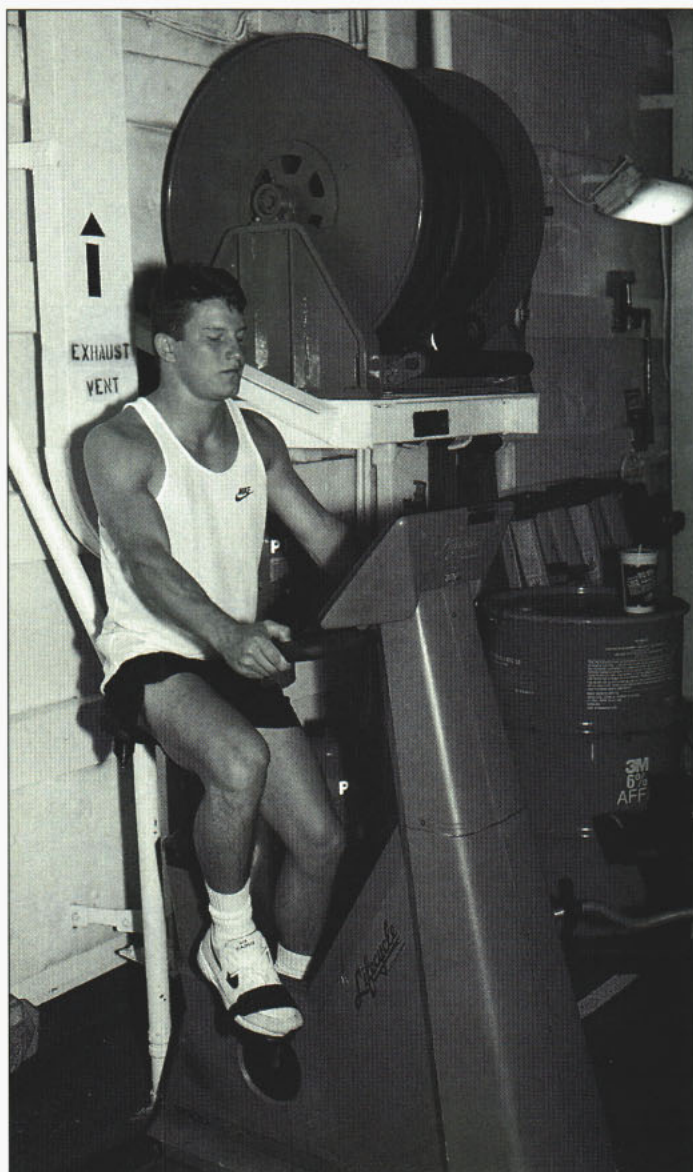
◀ OS1(SW) Chris Colonel from Spring Valley, N.Y. "I like having a direct input into training the future department heads/tactical action officers. I try to bring my 13 years of experience as an OS into the department head classes and let the officers see combat operations from an enlisted perspective."



➤ GSCS(SW) Osbert Teekasingh [CWO2 (SEL)] from Berbice, Guyana. "I enjoy sharing the deck plate knowledge. We monitor each other ensuring our teaching is accurate and current."



◀ LT Jen McLeran who calls the Navy home said, "SWOS provides the staff with the ability to stay current with all the latest policies and tactics in the surface warfare community."



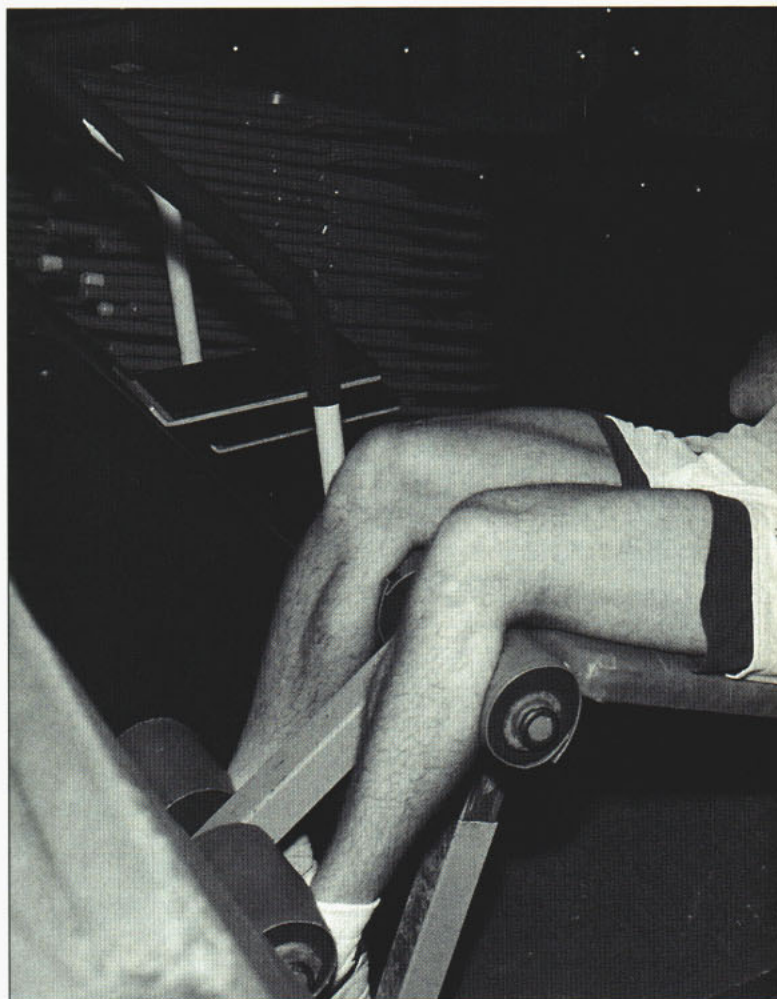
Haze gray and fighting fit

PTing shipboard style

Story and photos by JO1 Ray Mooney

Physical fitness isn't easy. It requires discipline, perseverance and even a little pain.

Navy bases around the world provide some of the best equipment, from heavy iron to stair steppers, all in an effort to



help you have a fitter, healthier body.

But what about when you're at sea? Does your quest for a healthier body have to end when the mooring lines clear? Well, that depends on you.

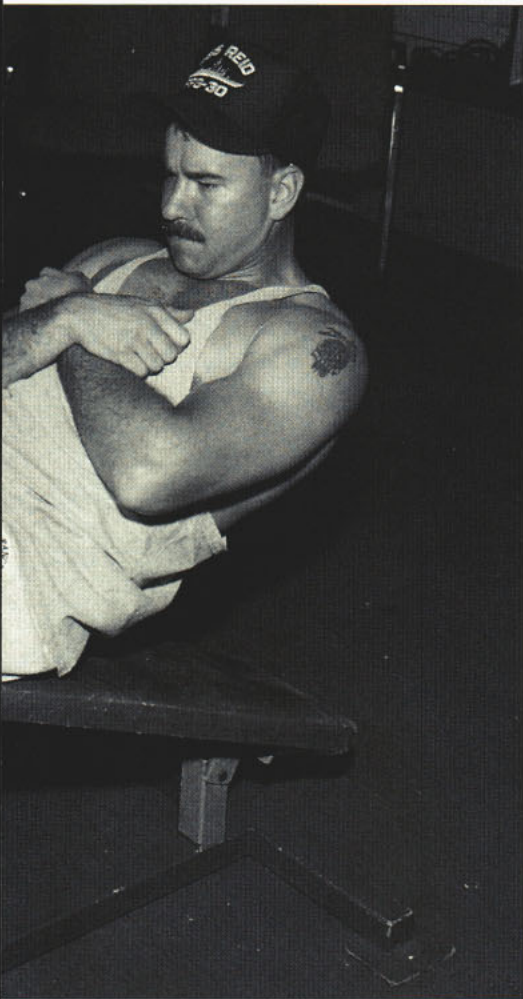
"Sometimes you have to be creative," said Signalman 2nd Class Jerome J. Winters stationed aboard USS *Reid* (FFG 30). "Some ships have great gear and some ships don't, but you can always stay fit if you want to. You can do PT anywhere. Pushups, situps, pullups, jumping jacks — those are all good to get the endorphins going and your blood pumping," the Northbrook, Ill., native said.

Endorphins are your body's natural pain killers. Your brain dumps them into your blood stream in response to sustained muscular stress.

But stress that's associated with long hours at sea and months away from home is just one more reason to get in the gym or out on the flight deck or wherever else you can find room on the ship to work out.

"It relieves a lot of that stress," said Seaman Eric L. Whitfield, a *Reid* crew member with three body building competitions under his belt. The Tupelo, Miss., native said he believes strongly in the healing powers of a workout. "Once you get into the groove of your workout, you feel a lot better. Your mind is in a whole different world when you're done. You can resolve problems you couldn't handle a few hours before."

Whether you're into body building, endurance sports or



OS3 Silvio J. Arce (far left) of Lubbock, Texas, and SM2 Jerome J. Winters (center) of Northbrook, Ill., stationed aboard USS *Reid* (FFG 30), and OS3 Alouch Whitfield (below) of St. Joseph, Mo., on USS *Harry W. Hill* (DD 986), all work out on a regular basis.



Photo by LTJG Stephen Gueck

just general fitness, the idea is to make the best of what you have. "I enjoy lifting weights, but I also like running and swimming," said Operations Specialist 3rd Class Silvio J. Arce, from Lubbock, Texas. "When I'm at sea I'm at a disadvantage."

But disadvantaged doesn't mean discouraged.

"What I find is that [many] people in this environment just want to sleep or watch movies," Arce said. "I'll tell you something, it makes me feel good that I look good, that I'm fit. I think a lot of people would enjoy that feeling, but they just don't have the motivation to get in here."

"There's a big mental aspect to it," Winters said. "If you come to the gym — get your blood circulating — your whole outlook improves 100 percent. Your body has more energy because your metabolism gets a boost and your ego gets a shot in the arm, too. It makes you feel good about yourself. Not to mention that it helps to pass the time," Arce added.

The thing to remember about exercise is that no two people are alike. Bodies, motivations and goals are different from

one person to the next. Some people prefer working out with a single partner, others with a group and still others prefer solitude. Some concentrate on stronger arms and chests, others on stronger hearts and lungs.

Whatever works for you is what's best for you, an old gym rat once said. Keep it up. Don't let the fact that you're hazy gray and under way keep you from your goal. ‡
Mooney is a San Diego-based photojournalist for All Hands.



ADMIN

Legal Service,
Postal,
PAO, Chaplain,
I and X Div



NAVIGATION

Navigating and
piloting
Care and maintenance
of navigating
equipment

N Div

OPERATIONS

Preparation of operational
plans
Preparation of operational
training
Visual and electronic search
intelligence
Operational evaluation
Combat information
Operational control of airborne
aircraft
Electronic, anti-submarine warfare
Radio and visual communications
Issuance control of classified
materials, photo intelligence
Repair of electronics
equipment

Divs: OA, OI, OS, OE
OC, OP, OX, OZ

AIR

Aircraft landing, launching and
handling
Aircraft services (fueling and
arming)
Handling of aviation fuels
Handling of aviation ammunition
(outside of magazine)
Provide and maintain shop
facilities for servicing, repair of
aircraft (when squadron
maintenance personnel embarked)

Divs: V1, V2,
V3, V4



SUPPLY

General supply
Disbursing
Operation of general
mess and ship's stores
Maintenance of store
rooms, aviation stores

Divs: S-1, S-2, S-3
S-4, S-5, S-6, S-7,
S-8

About the art:
Appeared in ALL Hands
August 1965
By- Grabowski
Reworked By-
DMZ K.D. Wilson for this Issue

MEDICAL

Treatment of sick and
wounded
Health, sanitation and
hygiene
First aid instructions
Identification and care of
the dead
Radiation health

H Div





COMMANDING OFFICER



EXECUTIVE OFFICER



COMMAND MASTER CHIEF



The number of departments and divisions on board any particular ship depends on the class of ship.



WEAPONS

Operation of ship's guns, maintenance, armament repair
Handling of ammunition, explosive storage
Handling of ordnance, torpedos, guided missiles

Divs: G1, G2, G3, G4, G5, W, EOD

ENGINEERING

Operation and maintenance of ship's propulsion systems
Damage and casualty control
Repair of hull and machinery
Power, lighting, water maintenance
Upkeep and maintenance of underwater fittings

Divs: B, M, R, A, E, GSM, GSE

DECK

Operation of ship's ground tackle, UNREP
Deck seamanship, exterior hull preservation, operate ship's boats

Divs: 1st, 2nd, 3rd, Bos'n

AIR WING/GROUP

Embarked command

VA, VFA, VF, VS, HC, HS, HMC, VMFA



DENTAL

DENTAL

Dental treatment
Oral hygiene instruction

D Div

AIMD

(Aircraft Intermediate Maintenance Department)

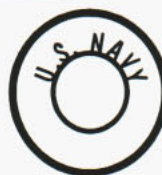
Provides intermediate level maintenance, inspection, test, calibration component repair and support equipment to the embarked air wing

Divs: IM-1, IM-2, IM-3

REPAIR

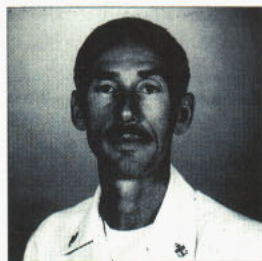
Preparation of repair schedules
Repair and service to ships
Maintenance of repair machinery

Divs: R-1, R-2, R-3, R-4, R-5





Yeoman 1st Class (SW) Charles M. Taylor was selected as the U.S. Fleet and Industrial Supply Center (FISC) Guam's 1993 Senior Sailor of the Year. Recently frocked to chief, the San Diego native is currently serving as Military Personnel Manager at FISC. Taylor significantly improved the management of military personnel matters during his tour and has been responsible for revitalizing the command sponsor program at FISC.



Senior Chief Gunner's Mate (SW) Ric Banning, assigned to the Bureau of Naval Personnel, is ranked among the top 10 nationally recognized master runners (runner more than 40 years old). The Piqua, Ohio, native recently won the Bethesda Chase 20K Road Race just after returning from Ireland and the *Counseil Internationale du Sport Militaire* (CISM) competition. He also placed sixth at the Interservice Track Meet, Fort Sill, Okla.



Radioman 2nd Class (SW) Christine Armond has been selected as USS Mount Whitney's (LCC 20) Petty Officer of the Quarter. A native of Newville, Pa., Armond is assigned to the technical control office where she sets up communication circuits. Her ambition is to one day advance to the rank of chief petty officer or become a limited duty officer.



Seaman Apprentice Darren A. Lamboy was recently awarded the Navy Achievement Medal for heroism for saving a 13-year old boy from bleeding to death after the boy failed in his attempt to jump on board a slow moving train. The young man's leg was severed at the knee. Lamboy, a New Jersey native, applied urgently needed first aid and stopped the bleeding until medical personnel arrived on scene.



Yeoman 1st Class Elizabeth Garcia from Navy/Marine Corps Reserve Readiness Center, Long Beach, Calif., became the first enlisted woman to receive the National Image, Inc. Meritorious Service Award. Garcia developed a command minority role model program for elementary students, mentors two young Hispanic women, supplies food to area shelters and urges Hispanics to vote and become involved in local government.



Machinist's Mate 1st Class (SW) Tony Lockhart was recently selected as USS Mount Whitney's (LCC 20) Sailor of the Year and received a Navy Achievement Medal. The Alabama native was also chosen as the leader of the damage control shop. Lockhart's advice to Sailors who ask about the secret to success: "Do what you're told, do your job right and learn as much as you possibly can."

ALL HANDS

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Sailor of the Year



1
9
9
4

OSC(SW) CLARENCE J. ERVIN

Born Aug. 26, 1966, Dover, Del.

ENLISTED - June 1984
SERVED: Fleet Combat Training Center, Atlantic; Commander, Coastal Defense Squadron, Norfolk; *USS Josephus Daniels* (CG 27); *USS Biddle* (CG 34)
CURRENT ASSIGNMENT: CINCUSNAVEUR
EDUCATION: Currently pursuing Bachelor of Science.

Shore

SHIP WITCON E.D.

Sailor of the Year



1
9
9
4

MSC(SW) DANNY W. KING

Born Oct. 19, 1966, Portsmouth, Va.

ENLISTED - April 1984
SERVED: *USS Adroit* (MSO 509); *USS Fortify* (MSO 446); *USS Inflict* (MSO 456); NETSC, Atlantic.
CURRENT ASSIGNMENT: *USS Saipan* (LHA 2)
EDUCATION: Occupational Science degree from Johnson and Wales University Norfolk.

Atlantic

SHIP WITCON E.D.

Sailor of the Year



1
9
9
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QMC(SW/AW) TED L. FISHER

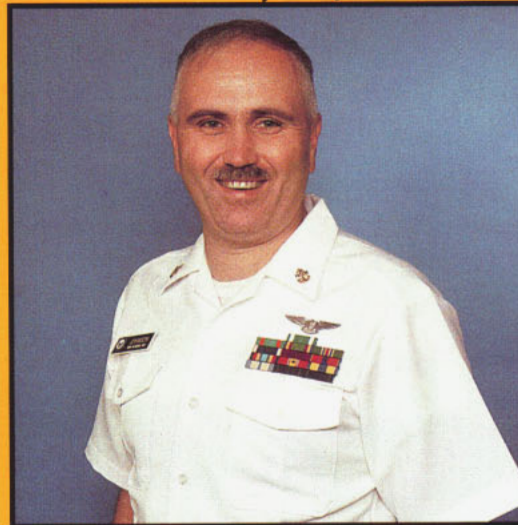
Born Aug. 17, 1960, Canton, Ohio

ENLISTED - December 1979
SERVED: *USS Cayuga* (LST 1186); *USS Pluck* (MSO 464); *USS Hepburn* (FF 1055); Naval Postgraduate School, Monterey, Calif.
CURRENT ASSIGNMENT: *USS Cleveland* (LHA 2)
EDUCATION: Studying to complete his Associates Degree

Pacific

SHIP WITCON E.D.

Sailor of the Year



1
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9
4

ATC(AW) MARK P. JOHNSON

Born April 9, 1951, Grand Rapids, Mich.

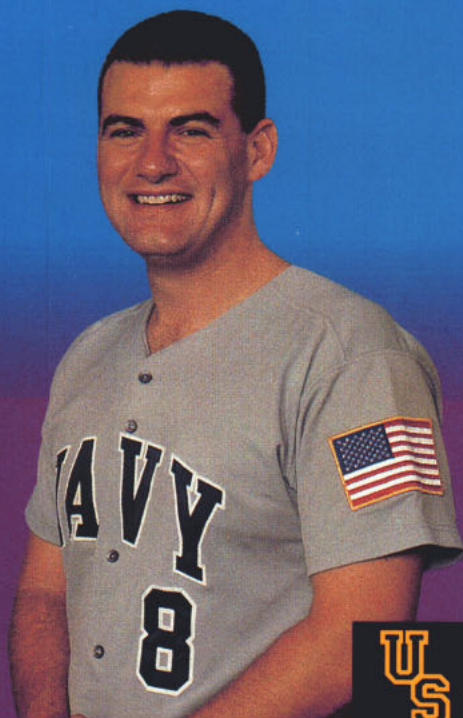
ENLISTED - 1971
SERVED: NAS Guantanamo Bay AIMD Facility; HC 6, NAS Norfolk; NATTC Memphis; VF 41 NAS Oceana, Va.; *USS Nimitz* (CVN 68); Joined the Naval Reserve in 1982
CURRENT ASSIGNMENT: NR CV 67 0291

Reserve

SHIP WITCON E.D.

MVP

MS1 (SW) Danny W. King



USN

ATLANTIC

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MVP

OS1 (SW) Clarence J. Ervin



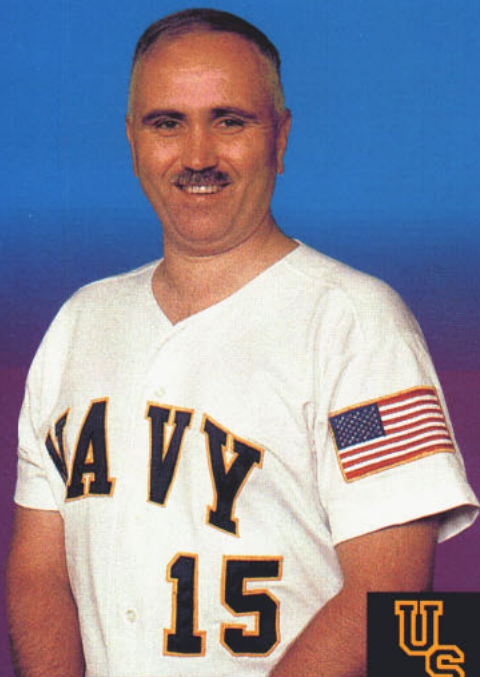
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SHORE

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AT1 (AW) Mark P. Johnson



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RESERVE

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QM1 (SW/AW) Ted L. Fisher



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PACIFIC

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